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CORPORATE HISTORY

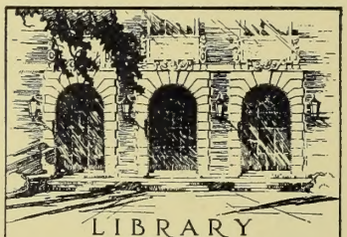
OF

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

JUNE 30, 1916

Prepared in accordance with the Requirements of

VALUATION ORDER NO. 20



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CORPORATE HISTORY

OF

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

As of the Date of Valuation

June 30, 1916.

Prepared in accordance with the requirements of

VALUATION ORDER NO. 20,

Issued by the Interstate Commerce Commission

May 13, 1915.

OFFICE OF VALUATION COMMITTEE,

RICHMOND, VIRGINIA.

CORRECT E M Lemay

MEMBER VALUATION COMMITTEE.

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CORPORATE HISTORY

OF

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

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EXPLANATION OF ABBREVIATIONS SHOWN UNDER FILE REFERENCE:

SF	-	Secretary's File
CD	-	Corporate Deed
Cont.	-	Contract
Dist.	-	District
MB	-	Minute Book
P	-	Page
Ch.	-	Chapter
G.P.A.	-	General Passenger Agent
V.	-	Volume

18 Jy 51 J. Business Records Ltd

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of

[illegible]

[illegible] [illegible]

rule
[illegible] 143 The divergence and [illegible] begins.

[illegible]

Immediately after the general remarks of the Chief Justice
[illegible], the Court [illegible]

[illegible] case of [illegible], Volume [illegible], [illegible] Court
rendered by the Supreme Court of the City of [illegible], Virginia, on
the circuit court of [illegible], [illegible], [illegible] to
[illegible], [illegible], [illegible], [illegible], a
[illegible] of evidence and [illegible], and of the [illegible] rule
and [illegible] of the Commission and [illegible] Company.

[illegible] the [illegible] decision of [illegible] [illegible]
[illegible] [illegible] and the [illegible] of [illegible], [illegible]
[illegible] the [illegible]. The petitioners of the Commission and [illegible]
[illegible] having caused a [illegible] of [illegible] to [illegible] and
[illegible] of the Commission and [illegible] Railroad Company.

[illegible] [illegible] to the [illegible] case of the [illegible]
[illegible], [illegible], [illegible] of [illegible] [illegible]
[illegible], [illegible], Fairfax County, [illegible], [illegible], [illegible],
[illegible], [illegible], Salem [illegible], [illegible], [illegible],
[illegible] [illegible], Fairfax, [illegible], [illegible], [illegible],
[illegible], [illegible], [illegible],

[illegible]

[illegible]

[illegible]

Folio
Reference [illegible] - [illegible]

[illegible]

[illegible] Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible]; Deed from [illegible] dated [illegible], 1[illegible], from [illegible] to [illegible], recorded [illegible], 1[illegible], in the Clerk's Office of the [illegible] Court of [illegible] County, [illegible].

[illegible]

(1) [illegible] dated [illegible], 1[illegible], made after publication of a notice [illegible] (2) of the General Assembly of the State of Virginia approved [illegible], the Division of [illegible] Railway Company [illegible] to The Chesapeake and Ohio Railway Company all of its property, rights, [illegible] and [illegible] miles of first [illegible] main track [illegible] the Chancery Court of the City of Lynchburg, Virginia, [illegible], [illegible] part of [illegible], [illegible] January 24, 1[illegible], County Courts of [illegible] County, [illegible], January 28, 1[illegible], Alleghany County, Virginia, [illegible], [illegible], January 31, 1[illegible], Amherst County, Virginia, [illegible], January 31, 1[illegible], Appomattox County, Virginia, [illegible], January 31, 1[illegible], Augusta County, Virginia, [illegible], January 31, 1[illegible], Bath County, Virginia, [illegible], January 31, 1[illegible], Bedford County, Virginia, [illegible], January 31, 1[illegible], Botetourt County, Virginia, [illegible], January 31, 1[illegible], Buchanan County, Virginia, [illegible], January 31, 1[illegible], Buckingham County, Virginia, [illegible], January 31, 1[illegible], Campbell County, Virginia, [illegible], January 31, 1[illegible], Carroll County, Virginia, [illegible], January 31, 1[illegible], Charlotte County, Virginia, [illegible], January 31, 1[illegible], Clarke County, Virginia, [illegible], January 31, 1[illegible], Craig County, Virginia, [illegible], January 31, 1[illegible], Cumberland County, Virginia, [illegible], January 31, 1[illegible], Dickenson County, Virginia, [illegible], January 31, 1[illegible], Fauquier County, Virginia, [illegible], January 31, 1[illegible], Floyd County, Virginia, [illegible], January 31, 1[illegible], Fluvanna County, Virginia, [illegible], January 31, 1[illegible], Franklin County, Virginia, [illegible], January 31, 1[illegible], Frederick County, Virginia, [illegible], January 31, 1[illegible], Giles County, Virginia, [illegible], January 31, 1[illegible], Goochland County, Virginia, [illegible], January 31, 1[illegible], Grayson County, Virginia, [illegible], January 31, 1[illegible], Greene County, Virginia, [illegible], January 31, 1[illegible], Greenville County, Virginia, [illegible], January 31, 1[illegible], Halifax County, Virginia, [illegible], January 31, 1[illegible], Henry County, Virginia, [illegible], January 31, 1[illegible], Highland County, Virginia, [illegible], January 31, 1[illegible], Lee County, Virginia, [illegible], January 31, 1[illegible], Loudoun County, Virginia, [illegible], January 31, 1[illegible], Louisa County, Virginia, [illegible], January 31, 1[illegible], Lunenburg County, Virginia, [illegible], January 31, 1[illegible], Madison County, Virginia, [illegible], January 31, 1[illegible], Montgomery County, Virginia, [illegible], January 31, 1[illegible], Nelson County, Virginia, [illegible], January 31, 1[illegible], Nottoway County, Virginia, [illegible], January 31, 1[illegible], Orange County, Virginia, [illegible], January 31, 1[illegible], Patrick County, Virginia, [illegible], January 31, 1[illegible], Pittsylvania County, Virginia, [illegible], January 31, 1[illegible], Prince Edward County, Virginia, [illegible], January 31, 1[illegible], Pulaski County, Virginia, [illegible], January 31, 1[illegible], Rockbridge County, Virginia, [illegible], January 31, 1[illegible], Rockingham County, Virginia, [illegible], January 31, 1[illegible], Russell County, Virginia, [illegible], January 31, 1[illegible], Smyth County, Virginia, [illegible], January 31, 1[illegible], Tazewell County, Virginia, [illegible], January 31, 1[illegible], Washington County, Virginia, [illegible], January 31, 1[illegible], Wythe County, Virginia, [illegible], January 31, 1[illegible], and the Circuit Court of the City of Richmond, Virginia, January 31, 1[illegible].

[illegible]

[illegible]

as of the Date of Valuation, [illegible]

File Reference [illegible] The Chesapeake and Ohio Railway Company (Cont'd.)

[illegible]

[illegible] By deed dated [illegible] the [illegible] conveyed to [illegible] peake and Ohio Railway Company all of its rights, title and interest [illegible] constructed or in course of construction in [illegible] County, [illegible] and [illegible] all rights, to build, construct and operate a railway [illegible].

[illegible] By deed dated [illegible] the [illegible] conveyed to The Chesapeake and Ohio Railway Company all of [illegible] [illegible], West Virginia).
Deed recorded in County Court of [illegible] County, [illegible]

[illegible] By deed dated [illegible] the Chesapeake and [illegible] Company conveyed to The Chesapeake and Ohio Railway Company [illegible] the railroad property, [illegible] rights, privileges [illegible] [illegible] and [illegible] ([illegible] miles of first track).
Deed recorded in County Court of [illegible] County, [illegible] February [illegible].

[illegible] By deed dated [illegible] [illegible] the Chesapeake and Ohio Railway Company all of the property, rights, franchises, [illegible] County, Virginia).
Deed recorded in County Court of [illegible] County, Virginia, [illegible].

[illegible] By deed dated [illegible] the [illegible] Railway Company, [illegible] Coal Company, [illegible] Coal Company, [illegible] Coal Company, [illegible] conveyed to The Chesapeake and Ohio Railway Company all of the railroad [illegible] miles of first track; [illegible] West Virginia, [illegible] and certain [illegible].
Deed recorded in County Court of [illegible] County, West Virginia, February [illegible].

[illegible] By deed dated [illegible] the [illegible] Railway Company conveyed to The Chesapeake and Ohio Railway Company all of its property, rights, franchises, [illegible] miles of first track [illegible] Virginia [illegible].
Deed recorded in County Court of [illegible] County, [illegible], [illegible].

[illegible]

[illegible]

[illegible]

File
Reference: [illegible] The Chesapeake and Ohio Railway Company [illegible]

DESCRIPTION (Cont'd.)

[illegible] By deed dated February [illegible] the Kanawha and [illegible] Railroad Company conveyed to The Chesapeake and Ohio Railway Company all of its property, [illegible] Deed recorded in County Court of Fayette County, West Virginia, June [illegible] and Kanawha County, West Virginia, [illegible]

[illegible] By deed dated July [illegible] The Chesapeake and Ohio Railway Company of Kentucky conveyed to The Chesapeake and Ohio Railway Company all of the railroad property, [illegible] County, Kentucky, July [illegible] County, Kentucky, July [illegible] 19[illegible].

[illegible] By deed dated December [illegible] Railway Company conveyed to The Chesapeake and Ohio Railway Company all its property, [illegible] West Virginia [illegible]
Deed recorded in office of the Secretary of State of the State of West Virginia, December [illegible] County Court of [illegible] County, West Virginia, [illegible] West Virginia, December [illegible] County, West Virginia, December [illegible]

[illegible] By deed dated February [illegible] Railway Company conveyed to The Chesapeake and Ohio Railway Company all of its property, [illegible] West Virginia [illegible]
Deed recorded with Secretary of State of the State of West Virginia, [illegible] County Court of [illegible] County, West Virginia, [illegible] County, West Virginia, [illegible]

[illegible]
of

[illegible]

as of the date of [illegible]

[illegible]

of

[illegible]

As of the date of [illegible], there [illegible]

File

[illegible] [illegible] [illegible]

[illegible]

[illegible]

[

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of
[illegible]

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File
Subject [illegible] [illegible]

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Completed [illegible] [illegible]

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[illegible]

[illegible] Transferred to First [illegible]
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[illegible]
[illegible] [illegible]

First Class Transferred to Second Class.

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First Class Transferred to [illegible]

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[illegible] (Cont'd.)

[illegible] (Cont'd.)

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] (Cont'd.)				
[illegible], West Virginia to [illegible], West Virginia	[illegible]			[illegible]
[illegible], West Virginia to [illegible], West Virginia	[illegible]			[illegible]
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[illegible], West Virginia to [illegible], West Virginia	[illegible]			[illegible]
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[illegible], West Virginia to [illegible], West Virginia	[illegible]			[illegible]
[illegible], West Virginia to [illegible], West Virginia	[illegible]			[illegible]
[illegible], West Virginia to [illegible]	[illegible]			[illegible]
[illegible], West Virginia to End of Line	[illegible]			[illegible]

[illegible]

[illegible] AS OF [illegible]

AS OF THE DATE OF [illegible] RATE BULLE-

Title
Reference: [illegible] [illegible] Commerce Commission [illegible]

[illegible] RAILWAY EQUIPMENT [illegible]

Case	Type of	Authority for Operation Approved or	Date	Trailer Or
U. [illegible], Pub Util	The Cincinnati and Lindenwald Railroad Company, Cincinnati and Thornville Railroad Company, and Ohio Central Lines.	Certificate, necessary to discontinue, 1.38 miles of line of track.	October 3, 1930 December 5, 1930	[illegible] [illegible]
No. [illegible], Contract Carrier [illegible], Railroad and Transfer Service Company.	To [illegible] as Contract Carrier [illegible] Railway Company [illegible] and Transfer Service to operate, [illegible] 21 miles of line of track.	January 7, 1930	[illegible] [illegible]	
No. [illegible], Ohio.	Indiana Railway Company.	Grant, [illegible] to Jeffersonville, [illegible], 14.81 miles of line of track.	[illegible]	April 7, 1930 [illegible]
U. [illegible], Ill.	Industrial and Commercial Railroad Company.	Certificate, [illegible] to Louisville, Kentucky, 4.41 miles of line of track.	[illegible]	July 1, 1930 [illegible]
U. [illegible], Ill. 1930	Terminal, Railway Company.	Necessary, [illegible] to Peoria and [illegible] 5.18 miles of line of track.	June [illegible] September 17, 1930	June 30, 1930 [illegible]
U. [illegible], Ill. 1930	[illegible] Railroad Company, Terminal Railway Company.	[illegible] to [illegible] Railway to [illegible] and [illegible] Division, [illegible], Indiana of [illegible] 2.83 miles of line of track.	June 27, 1930 October 27, 1930	June 30, 1930 [illegible]

[illegible]

[illegible]

[illegible]

11.
[illegible] [illegible] [illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

File

[illegible]

[illegible]

[illegible]

File
[illegible] - [illegible]

[illegible]
From August [illegible] to October [illegible]
[illegible]
From October [illegible] to July [illegible]
[illegible]

[illegible]
[illegible] By deed dated [illegible] [illegible]
[illegible] 1. [illegible] of the City of [illegible]
and the [illegible] County, [illegible]
[illegible]
[illegible]
[illegible]
Company.
Under the General Statutes of the State of Virginia [illegible]
[illegible] and the State of West Virginia [illegible] page [illegible] and
[illegible] page [illegible] [illegible] a corporation of each State
under the name and style of The [illegible] Railway
Company.

[illegible] recorded in the Chancery Court of the City of [illegible],
Virginia, July [illegible], County [illegible] County, Virginia,
July [illegible] County, Virginia, July [illegible]
County, Virginia, July [illegible] County, Virginia, July [illegible],
[illegible] County, Virginia, July [illegible] County,
July [illegible] County, Virginia, July [illegible].
Bath County, Virginia, July [illegible] County, Virginia,
July [illegible] County, Virginia, July [illegible]
Court of the City of [illegible], Virginia, [illegible]
County Court of [illegible] County, West Virginia, July [illegible],
[illegible] County, West Virginia, July [illegible] County, West
Virginia, July [illegible] County, West Virginia, July [illegible],
[illegible] County, West Virginia, July [illegible] County, West
Virginia, July [illegible], Cabell County, West Virginia, July [illegible]
and Wayne County, West Virginia, July [illegible].

RECORDS
Location of
The Chesapeake and Ohio Railway Company's General Offices,
Richmond, Virginia.

[illegible]
Attached hereto.

[illegible]
Attached hereto.

[illegible]

[illegible]

[illegible]

File

[illegible] The [illegible] Railroad Company

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]	[illegible] Miles
[illegible]	[illegible] Miles
[illegible]	[illegible] Miles
[illegible]	[illegible] Miles
[illegible]	[illegible] Miles
[illegible]	[illegible] Miles

[illegible]

[illegible], Virginia	[illegible] Miles

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

LIBRARY
UNIVERSITY OF ILLINOIS

[illegible]

of

[illegible] THE JAMES RIVER AND KANAWHA [illegible]

As of the Date of Valuation, June 30, [illegible].

File

[illegible] [illegible] James River Company (Defunct)

OPERATION

The first tolls were collected in April, 1789, see report of Board of Public Works of Virginia 1817, page 121 and operation was continued until February 17, 1820,
by the James River Company
from [illegible] 1820 to February 16, 1835,
by the President and Directors of the James River Company in trust for the Commonwealth of Virginia under an Act of the General Assembly of the State of Virginia passed February 17, 1820.
from February 17, 1820 to June 17, 1835,
by the Board of Public Works of the Commonwealth of Virginia under an Act of the General Assembly of the State of Virginia passed February 17, 1820, which was conferred all of the rights, powers, duties and privileges of the President and Directors of the James River Company to the Board of Public Works of Virginia.

[illegible]

[illegible] Under the provisions of a special act of the General Assembly of
[illegible] the State of Virginia passed March 16, 1832 entitled "An Act to
[illegible] incorporate the James River and Kanawha Company" the property and franchise rights of the James River Company were transferred to the James River and Kanawha Company.
The James River and Kanawha Company organized the capital stock under this Act and took possession of the James River Company on June 17, 1835.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible].

[illegible]

[illegible].

[illegible]

[illegible]

[illegible]

Title
Reference [illegible] - Richmond Ice Company.

[illegible]
Incorporated under a special Act of the Legislature of the State of Virginia passed February 24, 1851.

[illegible]
Deed of [illegible] cannot be ascertained.

[illegible]
Original and land from Alexander corresponding to [illegible] Street [illegible] feet all located in the City of Richmond, Virginia, containing one [illegible] acres.

[illegible] Description
The original is founded upon solid stone and brick of [illegible] brick [illegible] and 32 feet wide [illegible] the power, having a lift of 12 feet which is [illegible] of water on the other side, capable of pooling records of [illegible] tons. The land from the [illegible] is [illegible] of the [illegible] long with an average width of [illegible] feet and a depth of from 11 to 12 feet.
There was a [illegible] chart protected by a [illegible] wall for its entire length on the north side and [illegible] feet on the [illegible] side.
The water [illegible] from [illegible] is [illegible] through [illegible] feet long and [illegible] feet wide. This work is [illegible] a substantial granite wall and made accessible by small [illegible] reached by means of a steel bridge across [illegible] Street.

[illegible]
From completion to July 1, 1861
It was [illegible].

[illegible]
Under the provisions of a special Act of [illegible] of the State of Virginia passed March 24, 1851, The Union Ice [illegible] Company, purchased at a sale held in the City of Richmond, Virginia, July 1, 1861, the property, rights, franchises etc. of the Richmond Ice Company.

[illegible]
[illegible] of
[illegible].

[illegible]
[illegible]

[illegible]

CORPORATE HISTORY

of

THE [illegible] RAILWAY COMPANY

as of the date of valuation, June 30, 1916.

File Reference | Date | Corporate History.

INCORPORATION:
Incorporated under a special act of General Assembly of the State of Virginia, approved March 4, 1904 (Acts of Virginia 1904, Chapter 114).

ORGANIZATION:
[illegible] April 17, 1904. Directors elected.

PROPERTY:
None completed.

CONTROL:
[illegible] At date of valuation June 30, 1916, the [illegible] Chesapeake and Ohio Railway Company, [illegible] [illegible] the road bed of the [illegible] [illegible] [illegible] County, Virginia, [illegible] to build, construct, or operate a railway [illegible]

OFFICES:
Location of
The Chesapeake and Ohio Railway Company's General Offices, Richmond, Virginia.

DEVELOPMENT OF FIXED PHYSICAL PROPERTY [illegible]

Started [illegible].

FINANCIAL HISTORY:
[illegible]

[illegible]

[illegible]

[illegible]

Title
[illegible] 1897 - New River Bridge Company.

Mar. 15, 1897. Incorporation
Incorporated under the general laws of the State of West Virginia: articles of incorporation dated January 11, 1897; were filed with the Secretary of State of the State of West Virginia and certificate of incorporation was issued by him January 12, 1897.

Oct. 1, 1897. Organization
-ber 11, 1897 - Directors met, filmers elected.

Location
College of Thomas, W. Va. ...11 miles.
Undersigned further left -- completed April 1898.

Purpose of Organization
To Erect Bridges
Purpose was construction of rail and toll ...ridges at New River at Thomas, W. Va. ...15 miles.

Franchise
Grant to Company
From City to January 21, 1950
By the Chesapeake and Ohio Railway Company under agreement dated March 11, 1897, assigned to the New River Bridge Co., and the Chesapeake and Ohio Railway Company.

Dec. 6, 1897. Deeds
By deed dated January 21, 1898, the New River Bridge Company, conveyed to the Chesapeake and Ohio Railway Company, all of its rights, franchises, property, etc. Deed recorded in County Court of Fayette County, W. Va. December 11, 1899 - D. B. 114 Folio 327

See also Misc. Docs. No. 181.

Charter
Amendments of
The Chesapeake and Ohio Railway Company's Counsel Office Cincinnati, O.

Control of Corp. Stock Owned by it Transferred & Other Matters
...ncinnati Office.

Transfer Book
...Cincinnati Office.

TRANSCRIPT OF TITLE
of
THE DOMINION ORE AND STEEL COMPANY

As of the date of Execution, June 30, 1911.

TITLE
Referring: DEED - Passenger and Belt Line Company.

INCORPORATION
Laws charged that Central City Passenger and Transportation Company is Passenger and Belt Railway Company under a special act of the General Assembly of the State of Kentucky, approved March 1, 1881. Its survivor is the Central City Passenger and Transportation Company Corp. 84 and Certificate of the City Passenger Railway Company Page 11.

CAPITALIZATION
Date of organization cannot be ascertained.

CONSTRUCTION
Railway is Western Limit of City of Lexington, Ky., extending from Transylvania Institute and City Railroad Company and Interurban Railway Railroad with Belt Connecting and Completion of Construction Contract.

TRACKS AND EQUIPMENT
Car Track Mileage
Railway is Portions Limits of City of Lexington, Ky. 8.5 miles.

FRANCHISE
Grant by Commonwealth
Free Exemption to January 1, 1911.
Renewal

OPERATION
As for short period, i. e., Dominion and Belt Railway Company controls the Transylvania and City Railway Company the railroad property, together with the rights, privileges and appurtenances, from a connection with the C. L. and N. R. railroad to a connection with the Interurban Interurban Railroad a distance of about 4.2 miles. Said reversion is County Court of Fayette County, Ky. January 1, 1911. (84 Ky. R. 11).

CONSOLIDATIONS
The deeds to the Transylvania and City Railway Company and convey the franchises of the C. & E. railroad.

LEASES
Leases of
Leases.

MORTGAGES OR OTHER LIENS, INCLUDING MECHANICS' AND MATERIALMEN'S
Existing liens.

GUARANTIES, ETC.
Existing bonds.

[illegible]

[illegible]

[illegible]

File reference: [illegible]

[illegible]

Date received from City Passenger Railway ... to Central City [illegible] and Transportation Company ... a special act of the General Assembly of the State of Kentucky, approved February 27, 1904. ... the corporate City Passenger Railway Company ... page 31.

[illegible]

... [illegible] ... ordinances ... to ... [illegible]

[illegible]

[illegible]

[illegible]

From Central City Passenger and Transportation Company to Passenger and Rail Railway Company ... a special act of the General Assembly of the State of Kentucky ... [illegible] 1, 1904.

[illegible] location of ...

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] ... [illegible] ...

[illegible]
of
[illegible]

as of the late of [illegible]

File
Reference [illegible] - City Passenger Railway Company.

[illegible]
Incorporated under a special act of the General Assembly of the State of Kentucky, approved [illegible].

[illegible]
Date of organization cannot be ascertained.

[illegible]
None.

[illegible]
From the City Passenger Railway Company to Central City Passenger and Transportation Company, under a special act of General Assembly of the State of Kentucky approved February 17, 1893.

[illegible] location of
None.

[illegible] [illegible]
None.

[illegible]
Attached hereto.

CORPORATE HISTORY
of
[illegible] CHESAPEAKE AND OHIO RAILWAY COMPANY

As of the date of valuation [illegible]

File Reference	
	[illegible] [illegible] Railroad Company.
[illegible] [illegible] [illegible]	INCORPORATION. Incorporated under special Act of General Assembly of the State of Virginia, approved [illegible]
	[illegible] [illegible] [illegible] - [illegible] [illegible] [illegible] [illegible]
	CONSTRUCTION. [illegible], Va. to Arvon, Va. [illegible] miles. Commenced [illegible] - completed [illegible]
	Arvon, Va. to Bremo, Va. 16.[illegible] miles. Commenced April [illegible] - completed [illegible]
	[illegible] AND [illegible] 1st Track Mileage [illegible], Va. to Bremo, Va. [illegible] 46 miles
[illegible]	OPERATION. [illegible] to [illegible] From [illegible], Va. to Arvon, Va. From February [illegible] to May [illegible] By The Richmond and Allegheny Railroad Company under lease dated August [illegible]
[illegible] and [illegible]	From May [illegible] to December [illegible] By The Chesapeake and Ohio Railway Company under agreement between The Chesapeake and Ohio Railway Company and Richmond and Allegheny Railroad Company, dated August [illegible], and agreement between The Chesapeake and Ohio Railway Company and Richmond and Allegheny Company, dated May [illegible], under which agreements The Chesapeake and Ohio Railway Company assumed the obligations of the Richmond and Allegheny Railroad Company, contained in the lease dated August [illegible]
	From Arvon, Va. to Bremo, Va. From July [illegible] to December [illegible] By The Chesapeake and Ohio Railway Company under an [illegible] agreement. The Chesapeake and Ohio Railway Company received all revenues, paid all operating expenses and in addition thereto paid interest on outstanding bonds, taxes and all other obligations of the [illegible] Railroad Company.

[illegible]

File
Reference: [illegible] Continued

[illegible]

By authority conferred in Section 117 of the Constitution of the State of Virginia, approved February 10, 1934, the Virginia Electrical Company, by deed dated September 5, 1941, conveyed to The Chesapeake and Ohio Railway Company, inter alia, [illegible] formations, properties etc. recorded in County Court of Buckingham County, Virginia, September 22, 1941, Deed Book [illegible] Page 114.

[illegible]

Location of
The Commonwealth and Old Dominion Railway & Terminal Affiliated [illegible]

[illegible] Water, Sewer, Gas, Electric Service or Other Utilities

Private Water.

[illegible]

Adequate Service.

[illegible] REPORT
OF
[illegible] RAILWAY COMPANY,
As of the date of [illegible], June 30, 1915.

Title
Reference — [illegible] The Crenshaw and Dan River Railroad Company.

INCORPORATION

Ch. 1. — Incorporated under the General Laws of the State of West Virginia. Articles of Incorporation dated August 3, 1881, recorded in County Court of Fayette County, West Virginia, August 4, 1881, Kanawha County, West Virginia, August 7, 1881, filed with the Secretary of State of the State of West Virginia and certificate of incorporation issued August 8, 1881.

ORGANIZATION

60 Fed. — September 6, 1881 - Directors elected and By Laws adopted.

CONSTRUCTION

North Side Junction, W. Va. to Kanawha Bridge, W. Va. 3.41 miles
commenced October 1887 - completed April 1888.

Kanawha Bridge, W. Va. to Glasgow Branch, W. Va. 8.34 miles
commenced October 1892 - completed May 1894.

TRACKS AND DESCRIPTION

Left Track Mileage

North Side Junction, W. Va. to Glasgow Branch, W. Va. [illegible] Miles

LEASES

Title to Lessor

SF. — From April 1889 to December 31, 1901
Exc. 58 — // The Chesapeake and Ohio Railway Company, under agreement dated March 15, 1889, between J. A. Low, Dan River Bridge Company and The Chesapeake and Ohio Railway Company.

CHARTER

58 F.(2) — This Company was merged into The Chesapeake and Ohio
Ad. 1(1) — Railway Company under authority of an Act of the Legislature
Ch. 2(4). — of the State of West Virginia, approved February 21, 1901.
The merger was approved by the stockholders of The Chesapeake and Ohio Railway Company at a meeting held October 17, 1901, and by the Stockholders of The Greenville and Dan River Railroad Company at a meeting held October 31, 1901. Certificate of Merger was issued by the Secretary of State of the State of West Virginia, November 11, 1901.

PROPERTY

Location of
The Chesapeake and Ohio Railway Company's General Offices
Richmond, Va.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

as of the date of rejection, June 27, 1911.

File
Reference [illegible] - Elkhorn Coal Lands and Iron Ore Railway Company.

Incorporation

Incorporated under the general laws of the State of West Virginia. Articles of incorporation dated May 2, 1911, were filed with the Secretary of State of the State of West Virginia and certificate of incorporation was issued on May 10, 1911.

Organization

June 27, 1911 - Directors and officers elected.

Capitalization

Elkhorn Coal, W. Va. to Carlisle, W. Va. 3.00 miles
converted June 1911 - completed December 1911.

Length of Road Operated

Elkhorn Coal to [illegible]
Elkhorn Coal, W. Va. to Carlisle, W. Va. 3.00 miles

Operations

Prior to Merger

From December 1910 to November 21, 1911.

By the Chesapeake and Ohio Railway Company, by virtue of ownership of the entire Capital Stock of this Company.

Leases

This Company was merged with The Chesapeake and Ohio Railway Company under authority of an Act of the Legislature of the State of West Virginia, approved February 27, 1911. The merger was approved by the Stockholders of The Chesapeake and Ohio Railway Company at a meeting held October 27, 1911 and by the Stockholders of the Elkhorn Coal Lands, Iron and Railroad Company at a meeting held October 31, 1911. Certificate of merger was issued by the Secretary of State of the State of West Virginia on November 21, 1911.

Leases

The Chesapeake and Ohio Railway Company's General Office Building, Va.

[illegible] Elkhorn Coal, Lands, Iron and Railroad Company and Elkhorn Operations

Attached hereto.

[illegible]

Charters hereto.

HISTORICAL SUMMARY
OF
THE CHESAPEAKE AND OHIO RAILWAY COMPANY
As of the Date of Valuation, June 30, 1916

File
Reference: 1000 - Virginia Railroad Company.

INCORPORATION:
Incorporated under a Special Act of the General Assembly
Acts 12, of the State of Virginia, approved December 31, 1850.
Ch 43 & 50.

CHARTERING:
98: p 2 February 13, 1851 - Directors elected and by-laws adopted.

CONSTRUCTION:
Darden, 12, to Gilmore, 12., 11.00 miles
Completed May, 1851 - completed line:

PRESENT LINE DESCRIPTION:
(At Track Mileage
Porter, 4, to Gilmore, 12. 11.10 miles

OPERATION:
Prior to Deeding
From 1854 to February 15, 1902
By The Chesapeake and Ohio Railway Company under agreement
Ex Cert. between The Chesapeake and Ohio Railway Company, C. P.
1911: Huntington, C. J. Carroll, F. D. Lane, W. G. Bee and J. L.
Taylor, owners of entire capital stock of the Gilmore
Railroad Company, dated July 15, 1901.

DEEDING:
82 By deed dated February 15, 1902, the Gilmore Railroad
Ch. 7. Company conveyed to The Chesapeake and Ohio Railway Company,
all of its rights, property, franchises, etc. Deed recorded
in County Court of Albemarle County, Va., February 17, 1902.

RECORDS:
Location of
The Chesapeake and Ohio Railway Company's General Offices,
Richmond, Va.

ACTUAL OR ESTIMATED COST OF PROPERTY: Less Additions or Betterments or Retirements
Finished Costs:

ESTIMATED COST
Finished Costs:

CORPORATE HISTORY
of
THE CHESAPEAKE AND OHIO RAILWAY COMPANY

AS AT THE Date of Valuation, June 30, 1916

[illegible] NAME - (The Mount Carbon Company, Limited - Powellton and (Pocahontas Railway Company - Eldridge Colliery Company (and L. G. LaFollette, Clara E. La Follette, Cardiff (Coal Company and Atlantic Trust Company, Trustee.

INCORPORATION
[illegible]

CONSTRUCTION
Mt. Carbon, W. Va. to Powellton, W. Va. 5.20 miles
[illegible]

TERMINI AND DESCRIPTION
[illegible]
Mt. Carbon, W. Va. to Powellton, W. Va. 5.20 miles

OPERATION
[illegible]
From completion to July 19, 1902
By Powellton and Pocahontas Railway Company.

CONVEYANCE

See Sheet Dist. Deed No. 138

By deed dated July 19, 1902, The Mount Carbon Company, Limited, Powellton and Pocahontas Railway Company, Eldridge Colliery Company, L. G. LaFollette, Clara E. LaFollette, Cardiff Coal Company and the Atlantic Trust Company, Trustee, conveyed to The Chesapeake and Ohio Railway Company all of their railroad from Mt. Carbon, W. Va. to Powellton, W. Va., 5.20 miles. The Powellton and Pocahontas Railway Company, Lessee, under this deed remised, released and relinquished unto The Chesapeake and Ohio Railway Company such rights, title and interest it had in the property conveyed. Deed recorded in County Court of Fayette County, W. Va. January [illegible], 1903. (DB [illegible] Page [illegible]).

RECORDS
[illegible]
[illegible]

SUMMARY OF STOCK ISSUES, CONSOLIDATION PROCEEDINGS AND OTHER [illegible]
[illegible]

[illegible]
[illegible]

[illegible]
of
[illegible]
as of the Date of Valuation, [illegible]

Title
Reference [illegible] - [illegible] and reasonable [illegible]

INCORPORATION

Incorporation Act of W.Va. 1913-R-112.

Incorporated under the General Laws of the State of West Virginia. Articles of Incorporation filed with the Secretary of State of the State of [illegible] Certificate of Incorporation was issued by the [illegible]

QUALIFICATIONS

Date of organization cannot be ascertained.

OPERATIONS AND OPERATION

The Company leased as property [illegible] the railroad from [illegible] a distance of 5.2 miles owned by The [illegible] Company, Limited, et al.

HISTORY

See Minut Bk. [illegible] Co. 116

In [illegible] 1912, The [illegible] Limited, et al, purchased the railroad from [illegible] West Virginia to Pawnee, [illegible] a distance of 5.2 miles to the Chesapeake and Ohio Railway Company and the Pocahontas and Tennessee Railway Company, by deeds duly executed, released and published unto The Chesapeake and Ohio Railway Company all right, title and interest it had in the property involved.

PLANT

Location of [illegible]

[illegible] OF TERMS, LEASES, [illegible]

[illegible]
Physical [illegible]

[illegible] II
of
[illegible]

[illegible] 1915.

[illegible]

[illegible] Valley Railway Company.

[illegible]

[illegible] Incorporated under the General Laws of the State of West Virginia. Articles of incorporation were filed with the Secretary of State of the State of West Virginia and certificate of incorporation was issued by him [illegible]

[illegible]

[illegible] [illegible] operations [illegible]

[illegible]

[illegible], W. Va. to [illegible], W. Va. [illegible] miles
[illegible] - completed [illegible]

[illegible], W. Va. to [illegible], W. Va. [illegible] miles
[illegible] - completed [illegible]

[illegible]

[illegible] W. Va. to [illegible] Creek, W. Va. [illegible] miles

[illegible]

[illegible]
[illegible] to October [illegible]
By The Chesapeake and Ohio Railway Company by virtue of ownership of entire capital stock of the [illegible] Valley Railway Company.

MERGER.

[illegible] This Company was merged with The Chesapeake and Ohio Railway Company, under authority of an Act of the Legislature of the State of West Virginia, approved February [illegible]. The
[illegible] merger was approved by the Stockholders of The Chesapeake
[illegible] and Ohio Railway Company at a meeting held October [illegible]
[illegible] and by the stockholders of the [illegible] Valley Railway Company
[illegible] at a meeting held October [illegible]. Certificate of Merger was
[illegible] issued by Secretary of State of the State of West Virginia October [illegible].

RECORDS

Custody of
The Chesapeake and Ohio Railway Company's General Offices, Richmond, Va.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Report
of
The Chesapeake and Ohio Railway Company
as of the Close of Business, June 30, 1914

File
Reference [illegible] - Greenbrier Railway Company.

INCORPORATION

Incorporated under the General Laws of the State of West Virginia. Articles of Incorporation dated September 21, 1907, filed with the Secretary of State of the State of West Virginia and certificate of incorporation issued by him December 24, 1907.

CONSOLIDATION

December 31, 1911 - Treasury Stocked and re-issue acquired.

[illegible]

Ronceverte, W. Va. to Gap, W. Va. 58.00 miles
Leased September 1910 - acquired December 1911
Leased for Operation.
Williams, W. Va. to Cass, W. Va. 32.50 to December 1950
Cass, W. Va. to Durbin, W. Va. 17.00 to December 1951
Durbin, W. Va. to Marlow, W. Va. 8.00 to December 1953

TERMINAL AND FACILITIES

[illegible]
Caldwell, W. Va. to Ronceverte, W. Va. 55.00 miles

OPERATION

Motive Power
Steam Locomotives, 1909 to October 31, 1910

W. Va. & Pitts. Ry. Co. et al

By The Chesapeake and Ohio Railway Company under lease dated December 1, 1910, of the Greenbrier Railway Company to The Chesapeake and Ohio Railway Company, which lease was submitted to record in the office of Secretary of State of the State of West Virginia, November 2, 1910.

HISTORY

W. Va. & Pitts. Ry. Co. et al Acts 1909 Ch. 112 P 283

This Company was merged with The Chesapeake and Ohio Railway Company under authority of an act of the Legislature of the State of West Virginia, approved February 17, 1911. The merger was ratified by the Stockholders of the Chesapeake and Ohio Railway Company at a meeting held October 23, 1910, and by the Stockholders of the Greenbrier Railway Company at a meeting held October 24, 1910. Certificate of merger was issued by the Secretary of State of the State of West Virginia October 31, 1910.

ACCOUNTS

Location of
The Chesapeake and Ohio Railway Company's General Offices, Richmond, Va.

[illegible]
Attached hereto.

[illegible]
Attached hereto.

Abstract of
Title
Reference [illegible] - W. P. Sand

Description
[illegible] Lumber Corpn.

Conveyance
Sherrard, E. Fe. to Sand, W. P. Jr. trial mine
Contract Dated, 1913 - completed mine, 1914.

Surface Use Restriction
[illegible] Strip Clause
Sherrard, E. Fe. to Sand W. P. Jr. 4.5 miles

Mineral
Vested in The Chesapeake and Ohio Railway Company ever-
lasting of coal.

Restriction
By deed dated June 8, 1914, W. P. Sand conveyed to The
Chesapeake and Ohio Railway Company all of his rights,
title and interest in and to the right of way and rail-
road constructed from Sherrard, E. Fe. to Sand, W. Va.
Deed recorded in Deed Book of Fayette County, West
Virginia, February 6, 1915, (DB 28 page 110).

Reserve
[illegible] of
Minerals.

Surface Use Clause, Restrictions Reserved or Other
Provisions
Standard Deeds.

Miscellaneous Data
Standard Deeds.

By Prior Abst. Book P. 114

[illegible]

[illegible]

As of the Date of Recording [illegible]

File
reference [illegible]

[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

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[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

As of the date of October, June 1, 1914.

This
Deposition [illegible] - [illegible] Company, [illegible] Coal Company, [illegible] Coal and Coke Company, [illegible] W. B. Geary, [illegible] E. C. Geary, [illegible] E. E. Geary, [illegible] William Geary [illegible] Geary, [illegible]

[illegible]

[illegible]

[illegible]

Traversed, [illegible] to End of Geary [illegible] 10 miles
Description and condition of construction various

[illegible]

[illegible]
Traversed [illegible] to End of Geary [illegible] .75 miles

[illegible]

From [illegible] to September 1, 1914
By subsidiary Coal Company of the Arrow Coal Company.

[illegible]

See Liber Dist. Deed to 130

By deed dated October 1, 1914 the Pardee Coal Company, [illegible] Creek Coal Company, Tidewater Colliery Company, Traversed Coal Company, Tomlin Kolley Coal and Coke Company, J. E. Geary E. C. Geary, T. [illegible] Geary, [illegible] E. E. Geary, D.T.Geary, [illegible] Geary, D. F. Geary [illegible] E. E. Geary conveyed to The Chesapeake and Ohio Railway Company all of the railroad including road-bed, [illegible] rails, etc., together with a strip of land twenty five (25) feet on each side of the center line from [illegible] to End of Geary, [illegible] .10 miles. Deed recorded in County Court of Fayette County, West Virginia, December 21, 1914 [illegible]

[illegible]

Location
Laurelia et
Vicinity.

[illegible]
Attached hereto.

[illegible]
Attached hereto.

CHRONOLOGICAL HISTORY

OF

THE [illegible] AND OHIO RAILWAY COMPANY

As of the Date of Acquisition, June 30, 1916.

File Reference: [illegible] - Eastern and Pocahontas Railroad Company.

INCORPORATION

[illegible] Incorporated under the General Laws of the State of West Virginia. Articles of Incorporation dated December 31, 1898, were filed with the Secretary of State of West Virginia and Certificate of Incorporation was issued by his December 31, 1898.

ACQUISITION

Deeds, dated May 2, 1902, from Bateman and Point Creek Railway Company conveyed to the Parkers Mill Pocahontas Railroad Company, all of its rights, property, franchises etc. Deed recorded in County Court of Pocahontas County, West Virginia, May 14, 1902 (Bk 31 P 147).

CONSOLIDATION

[illegible] January 7, 1899 - Directors elected and By-laws adopted.

CONSTRUCTION

Point Creek, W. Va. to End of Track, W. Va. 14.61 miles
Commenced January 1899 - completed September 1902.

End of Track, W. Va. to Imperial, W. Va. 2.58 miles
Remainder of construction unknown - completed prior 1916.

Imperial, W. Va. to Keystone, W. Va. 4.00 miles
Commencement of construction unknown - completed Spring 1902.

TRACKS AND DESCRIPTION
at Point Pleasant
Point Creek, W. Va. to Keystone, W. Va. 20.00 miles

OPERATION

Prior to Acquisition
From September 27, 1902 to February 1, 1910
By The Chesapeake and Ohio Railway Company under Leases dated September 1, 1902, October 1902 and Agreement of September 27, 1911 between The Chesapeake and Ohio Railway Company and Kanawha and Pocahontas Railroad Company.

CONVEYANCE

Deed dated February 1, 1910, the Kanawha and Pocahontas Railroad Company conveyed to The Chesapeake and Ohio Railway Company all of its property except rolling stock, first mortgage and franchise to exist as a corporation. Deed recorded in County Court of Fayette County, West Virginia, on [illegible] (Bk 77 P 436) Kanawha County, West Virginia, July 1, 1910 (73 O P 456).

[illegible]

[illegible]

[illegible]

File
Reference [illegible]

[illegible]

Charter of the Kanawha and Ohio Railway Company and
supplemental Contract [illegible] and the corporation papers and
by laws.

[illegible]

Location of
the Kanawha and Ohio Railway Company's General Offices
Cincinnati, Virginia.

[illegible]

Original forms.

[illegible]

Original papers.

[illegible]

[illegible]

As of the Date of Tabulation, June 30, 1914

File
Reference [illegible] - Newport and Point Creek Railway Company.

INCORPORATION

Incorporated under the General Laws of the State of West Virginia. Articles of Incorporation were filed with the Secretary of State of the State of West Virginia and certificate of Incorporation was issued on the November 17, 1913.

ACQUISITION

Newport Dist. Deed Bk. 78

By Deed Dated November 25, 1913, in Florida and Texas Railway Company conveys to the Tennessee and Point Creek Railway Company all of its right of way, property, franchises, etc. Deed recorded in Deed, Book of Newport County, West Virginia, November 25, 1913, 178 to 179 pages inc.

No work having been done under the agreement of November 25, 1913 between The Ohio, Kanawha Valley Railway Company and the Point Creek Railway Company, assignees of Lacey, suit was brought against the Defendants for the Kanawha Central Point Company, et al, to recover franchises, rights of way, etc., which had been deeded to The Chesapeake and Ohio Railway Company by deed dated May 15th, 1913.

Newport Dist. Deed Bk. 81

By deed dated June 25th, 1914, recorded in Circuit Court of Kanawha County, W. Va. August 17, 1914, 140 to 144 pages inc. H. T. Chilton, Special Commissioner, sells to (the Kanawha & Point Creek Railroad Company et. The Chesapeake and Ohio Railway Company) conveyed to the Kanawha and Point Creek Railway Company all of the rights, franchises, property, etc., which had been conveyed to The Chesapeake and Ohio Railway Company by the Kanawha and Point Creek Railroad Company, by deed dated May [illegible], 1913.

CONSTRUCTION

Date of completion cannot be ascertained.

DESCRIPTION

To line constructed by this Company.

LEASE

Newport Dist. Deed Bk. 441

By Deed Dated May 8, 1922, the Tennessee and Point Creek Railway Company conveyed to the Tidewater and Pocahontas Railroad Company all of its rights, property, franchises, etc. Deed recorded in County Court of Kanawha County, West Virginia, May 19, 1922. (10 to 24 pages inc).

REMARKS

Location of
[illegible]

[redacted]

[redacted]

[redacted]

File
Reference [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[illegible] COMPANY
OF
THE CHESAPEAKE AND OHIO RAILWAY COMPANY

as of the date of [illegible], June 30, 1911.

File
Reference [illegible] - Kanawha and Pocket Creek Railroad Company.

INCORPORATED

Incorporated under the general laws of the State of West Virginia. Articles of Incorporation were filed with the Secretary of State of the State of West Virginia and Certificate of Incorporation was issued by him April 2, 1904.

CAPITALIZATION

Date of organization cannot be ascertained.

CONSTRUCTION

No line constructed by this Company

LEASE

By agreement dated December 15, 1910 the Pocket Creek Colliery Company, agreed to convey to The Chesapeake and Ohio Railway Company, a right of way sufficient for a standard gauge double track railroad, from a connection with The Chesapeake and Ohio Railway Company up Pocket Creek as far as Pocket Creek Colliery Company's lands extend, and were said railroad extends through lands of others than the Pocket Creek Colliery Company, the Pocket Creek Colliery Company, or its grantee, the Kanawha and Pocket Creek Railroad Company, shall secure sufficient right of way for such a standard gauge double track railroad and also agree to convey to the Chesapeake and Ohio Railway Company, the charter and franchises of the Kanawha and Pocket Creek Railroad Company, free of all encumbrances.

Under this same agreement the Chesapeake and Ohio Railway Company agrees to construct a line up Pocket Creek on said right of way for a distance of five miles, on or [illegible] the year of 1910. Under this agreement The Chesapeake and Ohio Railway Company commenced grading on this branch line in January 1909 and the work was stopped in March 1910, the Chesapeake and Ohio Railway Company having up to that time expended for grading $15,594.74.

Contract
1911, lease
May 1911

By deed dated May 1911, the Kanawha and Pocket Creek Railroad Company assigned its rights of way, property, franchises, etc. as per agreement dated December 15, 1910 between The Chesapeake and Ohio Railway Company and the Pocket Creek Colliery Company. Deed recorded in County Court of Kanawha County, West Virginia, June 12, 1911. (DB 77,P[illegible]).

[illegible]

OF

THE [illegible] AND [illegible] RAILWAY COMPANY

[illegible] [illegible] [illegible], 1912.

Title
Reference

Lessons in Dalai Creek Rail-way Company

Section
[illegible] Dal
[illegible] 12

[illegible] [illegible]
By Dalai Creek Riverdale Ry. Co. [illegible] Columbia and Yukon Railroad Company, operating in the Province and [illegible] Creek Railway Company) its [illegible], Plaintiff in Err., [illegible], etc., Dead received in Supreme Court of Alberta Dalai, N. W., Mar. 12, 1898 (20 Alb Reps 453).

[illegible]
[illegible] if
[illegible].

[illegible] [illegible], [illegible] [illegible] [illegible]
[illegible]
Alberta Gazette.

[illegible] [illegible]
[illegible].

CORPORATE HISTORY
of
THE CHESAPEAKE AND OHIO RAILWAY COMPANY OF KENTUCKY
as of the date of valuation, June 30, 1916.

File [illegible] - The Chesapeake and Ohio Railway Company of Kentucky (1906-[illegible])

INCORPORATION

[illegible] Incorporated under the General Laws of the State of Kentucky by consolidation of Chesapeake and Ohio Railway Company of Kentucky, The Lexington and Big Sandy Railroad Company, and Big Sandy Railway Company, under agreement dated May 12, 1906, effective June 1, 1906. Agreement of consolidation was filed with the Secretary of State of the State of Kentucky and certificate of consolidation was issued by him on June 1, 1906. Filed with the Railroad Commission of the State of Kentucky June 1, 1906. Recorded in County Court of Boyd County, Kentucky, June 1, 1906.

ORGANIZATION

[illegible] June 1, 1906 - By-laws adopted and officers elected.

CONSTRUCTION

No new first track mileage constructed.

PROPERTY AND DEVELOPMENT

[illegible] Track Mileage

Mouth of Big Sandy River to
C. & O. Junction, Covington, Ky. [illegible] miles
[illegible], Ky. to Lexington, Ky. [illegible] miles
[illegible], Ky. to Elkhorn City, Ky. [illegible] miles
[illegible], Ky. to [illegible], Ky. [illegible] miles
[illegible], Ky. to [illegible], Ky. [illegible] miles
[illegible], Ky. to [illegible], Ky. [illegible] miles
[illegible], Ky. to [illegible], Ky. [illegible] miles
TOTAL, [illegible] miles

TRACKAGE RIGHTS [illegible]

File	[illegible]	Termini	Date of Operating Agreement of	Effective From	To
[illegible]	[illegible] and Iron Railway Company.	[illegible], Ky. to Carter, Ky. [illegible] miles	July 1, 19[illegible] made with the [illegible]	June [illegible]	[illegible]
[illegible]	Louisville and [illegible] Railroad Company.	Lexington, Ky. to Louisville, Ky. [illegible] miles	April 15, 19[illegible] made with the L. & N. R.R. Co.	[illegible]	[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

File
Referred [illegible] - The Chesapeake and Ohio Railway Company of Kentucky - continued

OPERATION

[illegible]
[illegible]
By lease dated July 1, 1907, The Chesapeake and Ohio Railway Company of Kentucky conveyed to The Chesapeake and Ohio Railway Company all of its railroad property, rights, franchises etc., except 17,000 acres of mineral lands as described in Deeds Chart of Pike County, Ky., DB 44, page 550, which lands were conveyed by Deed dated June 27, 1907 to the Chesapeake General Company. Deed July 1, 1907 recorded in County Courts of Floyd County, Ky., July 16, 1907; Knott County, Ky., July 18, 1907; Boyd County, Ky., July 17, 1907; Breathitt County, Ky., July 18, 1907; Campbell County, Ky., July 18, 1907; Carter County, Ky., July 19, 1907; Fayette County, Ky., July 15, 1907; Floyd County, Ky., July 16, 1907; Greenup County, Ky., July 17, 1907; Johnson County, Ky., July 17, 1907; Kenton County, Ky., July 18, 1907; Lawrence County, Ky., July 15, 1907; Lewis County, Ky., July 15, 1907; Logan County, Ky., July 17, 1907; Menifee County, Ky., July 17, 1907; Montgomery County, Ky., July 17, 1907; Pendleton County, Ky., July 17, 1907; Pike County, Ky., July 17, 1907; Rowan County, Ky., July 19, 1907.

ADDRESS

Location of
The Chesapeake and Ohio Railway Company's General Offices, Richmond, Va.

[illegible]

Attorneys-at-Law.

[illegible]

Attorneys-at-Law.

[illegible]

4

[illegible]

as of the date of filing, [illegible]

File
Reference [illegible] - [illegible]

[illegible]

Acts 1937, ch. 213. [illegible] corporation under a charter and all the rights, [illegible] of the State of Maryland [illegible], [illegible]

[illegible]

as of [illegible] April 17, 1937. [illegible] [illegible] structure [illegible]. dated April 17, 1937. [illegible] [illegible] of [illegible] [illegible].

[illegible]

[illegible] Sq. ft. [illegible] [illegible] 2.44 miles
[illegible] [illegible] [illegible] 1.55.
[illegible], Sq. ft. [illegible] 11.3 miles
[illegible] [illegible] [illegible] 1.55.

[illegible]

[illegible]
Railroad, Sq. ft. [illegible] 18.7 miles

[illegible]

[illegible] 1891 to June 1, 1936

Ex. [illegible] 33. (a) The Chesapeake and Ohio Railway Company under [illegible] dated April 17, 1937, between the [illegible] and [illegible] Railroad Company and The Chesapeake and Ohio Railway Company.

[illegible]

[illegible] an agreement dated May 13, 1936, effective June 1, 1936. The [illegible] and [illegible] Railroad Company, Chesapeake and Ohio Railway Company of Kentucky and the Lewis Railway Company were consolidated to form the Chesapeake and Ohio Railway Company of Kentucky. Agreement of consolidation was filed with the Secretary of State of the State of Kentucky and certificate of [illegible] was issued by [illegible] on June 1, 1936. Filed with the Railroad Commission of the State of Kentucky June 2, 1936 and recorded in [illegible] Court of Boyd County, Kentucky, June 3, 1936.

[illegible]

[illegible] of
The Chesapeake and Ohio Railway Company's General Office [illegible], [illegible].

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

[illegible] [illegible].

[illegible]

[illegible] [illegible].

[illegible]

[illegible]

[illegible]

[illegible] of the [illegible] of Virginia, June 30, 1910.

File reference [illegible] - Big Sandy Railway Company.

[illegible]

[illegible] Incorporation of the Big Sandy Railway Company incorporated under the General Laws of the State of Kentucky, April 2, 1900 and the Big Sandy Railway Company of Virginia, incorporated as under a special act of the General Assembly of the State of Virginia, approved March 15, 1902. Agreement of consolidation dated June 10, 1909, filed with the Secretary of State of the State of Kentucky and certificate of consolidation was issued by him on June 17, 1909. Agreement filed with The Board of Public Works and the Secretary of State of the State of Virginia, June 14, 1911, as required under the provisions of an Act approved March 2, 1906.

[illegible]

By resolution of the stockholders of this Company, adopted at a meeting held May 3rd 1901, the franchises and river rights of the Big Sandy Railway Company of Virginia which company was consolidated with the Big Sandy Railway Company to form the above company were formally surrendered. A copy of the resolution was filed with the State Corporation Commission of the State of Virginia, May 7, 1901.

[illegible]

June 30, 1910 - By Laws adopted and officers elected.

[illegible]

Construction was commenced in June 1910 and completed; White Sulphur, Ky. to Jerryfloss, Ky. [illegible] miles July 1, 1910
Jerryfloss, Ky. to Hellier, Ky. [illegible] miles Nov. 1910
Jerryfloss, Ky. to Elkhorn City, Ky. [illegible] miles June 1, 1910

[illegible]

In Virginia mileage
White Sulphur, Ky. to Elkhorn City, Ky. [illegible] miles
Jerryfloss, Ky. to Hellier, Ky. [illegible] miles
Total [illegible] miles

[illegible]

July 1, 1910 to June 3, 1911.
By The Incorporation as this Railway Company, by virtue of ownership of the entire Capital Stock of this Company.

[illegible]

[illegible]

[illegible]

File Reference — [illegible] Railway Company.

[illegible]

[illegible] Incorporated under the General Laws of the State of Kentucky. Articles of Incorporation filed February [illegible], recorded in [illegible] County [illegible] April [illegible], filed with the Railroad Commission of the State of Kentucky April [illegible], filed with the Secretary of State [illegible] and certificate of incorporation was issued by him April [illegible].

[illegible]

[illegible] April [illegible] – [illegible] and by-laws adopted.

[illegible]

None.

[illegible]

[illegible] By agreement dated June [illegible], [illegible] Railway Company and [illegible] Railway Company of Virginia [illegible] consolidated to form The [illegible] Railway Company. Agreement of consolidation was filed with the Secretary of State of the State of [illegible] and certificate of consolidation was issued by him June [illegible]. Filed with the Board of Public Works and the Secretary of State of the State of Virginia, June [illegible], as required under the provisions of [illegible] of the General Assembly of the State of Virginia approved [illegible], 1900.

[illegible]

Location of

The Chesapeake and Ohio Railway Company's General Offices Richmond, Virginia.

[illegible]

Attached hereto.

[illegible]

Attached hereto.

[illegible]
of
[illegible]

as of the date of [illegible], June [illegible], 19[illegible]

File
Reference

[illegible] - [illegible] Railway Company of Virginia

INCORPORATION

[illegible] Incorporated under a special Act of the General Assembly of the State of Virginia approved [illegible], [illegible].

FRANCHISE RIGHTS [illegible]

[illegible] By resolution of the [illegible] of the Big Sandy Railway Company adopted [illegible], 19[illegible], the franchises and other rights of the Big Sandy Railway Company of Virginia, which company was consolidated with the Big Sandy Railway Company to form the consolidated Big Sandy Railway Company, were formally surrendered.

ORGANIZATION

[illegible] March [illegible], 19[illegible] - Directors elected and by-laws adopted.

CONSTRUCTION

None

CONSOLIDATION

[illegible] By agreement dated June [illegible], 19[illegible], Big Sandy Railway Company of Virginia and Big Sandy Railway Company were consolidated to form the Big Sandy Railway Company. Agreement of the consolidation was filed with the Board of Public Works and the Secretary of State of the State of Virginia, June [illegible], 19[illegible] as required under the provisions of the Act of the General Assembly of the State of Virginia approved March [illegible], 19[illegible]. Filed with the Secretary of State of the State of Kentucky and certificate of consolidation was issued by him June [illegible], 19[illegible].

RECORDS

Location of

The Chesapeake and Ohio Railway Company's General Offices, Richmond, Virginia.

SCHEDULE OF BONDS, LEASES, [illegible]

Attached hereto.

[illegible]

Attached hereto.

[illegible]
of
[illegible]
[illegible]

File
Criteria [illegible]

[illegible]

[illegible] Commissioners under the general laws of the State of [illegible]; by the consolidation of the Cayuga and [illegible] Railroad Company, originally [illegible] Company; the articles and [illegible] thereof as approved bearing date July 1, 1904; [illegible] was filed July 1 January of [illegible] at the office of [illegible] and thence a certificate of [illegible] [illegible] July 1, 1904. Directed by office of the [illegible] Corporation Tax Law; July 11, 1904 and is hereby [illegible] Commissioners, Tr. July 1, 1904.

Organization

[illegible] 1, 1904 - Directors elected and officers elected.

Operations

No [illegible] first [illegible] villages constructed.

Trains and Equipment

[illegible]

[illegible] Cayuga, Cortland, Ky. 19.30 miles
[illegible], Cy. to [illegible], Ky. 107.73 miles
[illegible], Ky. to [illegible], Ky. 5.33 miles
Richmond, Ky. to [illegible], Ky. 2.41 miles
[illegible], Ky. to [illegible], Ky. 18.54 miles
Total 153.71 miles

[illegible]

Date.	Title.	[illegible]	Effective from. To.
Of [illegible] 1904	[illegible] and Ohio Railroad Company.	[illegible], Ky. to [illegible], Ky. 7.8 miles.	July 1, 1904 June 1, 1906.
Of [illegible] Ky.	[illegible] and [illegible], [illegible] Railroad Company.	[illegible] 3, 1897 under with the 1904 [illegible] 7.8 miles.	July 1, June 1, 1904.

Leases

Of.
Of the.

From July 1, 1904 to June 1, 1906
By the Cincinnati and Ohio Railway Company owner of agreement dated July 1, 1904, between Cincinnati and Ohio Railway Company of Kentucky and the Cincinnati and Ohio Railway Company.

[illegible]

of

[illegible]

as of the end of [illegible]

File
Subject [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

File
Reference [illegible]

INCORPORATION

Date of Ep. [illegible] Incorporated under a special act of the General Assembly
1867-8 & 1869. of the State of Kentucky, approved Dec 17, 1868.

ORGANIZATION

Ap. P. 11. June 1, 1871 - directors elected.

CONSTRUCTION

Licking River, Kentucky to [illegible], Kentucky 200 miles
completed 1880 - completed December 1892

TRACKS AND OPERATION

[illegible] Track Mileage

Licking River, Kentucky to Kentucky Central Junction,
Covington, Kentucky. 180 miles

OPERATION

From January 1, 1889 to July 1, 1918 by The Chesapeake and
Ohio Railway Company, which company operated the property
owned by the Louisville and Big Sandy Railroad Company, under
a resolution adopted by the directors of The Chesapeake and
Ohio Railway Company at a meeting held March 20, 1889 and
approved and adopted by the Directors of the Louisville and
Big Sandy Railroad Company at a meeting held April 15, 1889.

The entire physical track of the Covington Short Route Transfer
Railway Company was owned by the Louisville and Big Sandy Rail-
road Company and The Chesapeake and Ohio Railway Company
operated the property of The Covington Short Route Transfer
Railway Company under the consolidation later referred to.

CONSOLIDATION

Ap. By agreement dated July 1, 1904, The Covington Short Route
Dec 11. Transfer Railway Company, Louisville and Big Sandy Railroad
Company and The Lexington and Big Sandy Railway Company were
consolidated to form The Chesapeake and Ohio Railway Company
of Kentucky.
Agreement of consolidation was filed with the Secretary of
Ch. P. 91- State of the State of Kentucky who issued a certificate of
consolidation on July 7, 1904. Recorded in the office of
The Railroad Commission of Kentucky, July 11, 1904 and in
County Court of said County, Kentucky, July 6, 1904.

[illegible]

Location of
The Chesapeake and Ohio Railway Company's general offices,
Richmond, Virginia.

[illegible]

of

[illegible]

as at the [illegible]

File reference

The Canadian Court Service Transfer Policy Manual

Appendix A: [illegible]

[illegible]

[illegible]

[illegible]

as of the Date of Dissolution, June 30, 1916.

File
Reference [illegible] - Agreement for the Joint Building [illegible].

Incorporation

[illegible] Company was formed February 2, 1872; by the reorganization by the assets of the property rights and franchises of the Maysville and Big Sandy Railroad Company, incorporated by a special act of the General Assembly of the State of Kentucky approved December 19, 1850; under the authority of a special act of the General Assembly of the State of Kentucky, approved February 27, 1872 and February 21, 1867.

Under a special act of the General Assembly of the State of Kentucky, approved April 11, 1890, the Maysville and Big Sandy Railroad Company was authorized and empowered to construct, operate and maintain a railroad from Maysville, Kentucky to a connection with the Kentucky Central Railroad at such point as it may from time, and further [illegible] the Railroad then Built or the Kentucky Central Railroad.

Organization

[illegible] February 2, 1872 - Articles signed.

Consolidation

Under the special Act of the General Assembly of the State of Kentucky, approved March 21, 1890 (Acts[illegible]) the Kentucky and Great Eastern Railway Company was incorporated[illegible] date of January 15, 1891, the Kentucky and Great Eastern Railway entered into a contract with the owners of the Maysville and Big Sandy Railroad Company to buy the line for $97,000.00 of Lewis County bonds or cash and that the Kentucky and Great Eastern Railway should immediately commence construction of said line and continue said construction to [illegible] until the line from Maysville, Kentucky to Catlettsburg, Kentucky, was completed. On May 23, 1891, the Kentucky and Great Eastern Railway Company, entered into a contract with the Kentucky and Great Eastern Construction Company for construction of said line. In the meeting on February 27, 1893 the Kentucky and Great Eastern Railway Company executed a mortgage to the Farmers Loan and Trust Company for $2,25[illegible] on all of the property which had been or was to be constructed. The Kentucky and Great Eastern Construction Company completed about seven miles of railroad laying the rails, when [illegible] became financially embarrassed and the work was stopped.
In the meeting the Kentucky and Great Eastern Railway Company had not reached with its interest in the owners of the Maysville and Big Sandy Railroad Company, in that they did not [illegible] the division point in the agreement, and also did not consider the line in the line as was agreed upon.

[illegible]

of

[illegible]

[illegible]

File
Reference: [illegible]

[illegible]

M.
M. H.

By Agreement dated July 1, 1914, the [illegible] and the Kenton Railroad Company, Lexington and the [illegible] Railway Company and The Covington Short Cut Transfer Railway Company were consolidated to form the [illegible] Railway Company of Kentucky.
Agreement of consolidation was filed with the Secretary of State of the State of Kentucky who issued a certificate of consolidation on July 7, 1914. Entered in the office of the Railroad Commission of Kentucky, July 11, 1914 and in County Court of Boyd County, Kentucky, July 1, 1914.

[illegible]

Location of
The [illegible] and this Railway Company's [illegible] office, Kentucky, Virginia.

[illegible]

[illegible]

[illegible]
Attached hereto.

[illegible]

vs.

[illegible]

[illegible]

Title

Subject matter - Stephen Taylor, William E. Underwood, Clarence Lyon, John E. Peyton, Elizabeth Berry and John T. Gilbert designees of Charles B. Cecil.

[illegible]

[illegible] the Hyperion and Big Sandy Railroad Company, incorporated under a special act of the General Assembly of the State of Kentucky, [illegible] December 19, 1870, hereafter [illegible].

[illegible]

Under the provisions of Special Act of the General Assembly of the State of Kentucky, authorizing the sale, [illegible] approved February 17, 1882 and February 27, 1883, and decree of foreclosure entered in the Circuit Court of Lawrence County, Kentucky, July 17, 1883, the purchasers acquired by deed dated December 7, 1885, from Frederick L. Stanton Commissioner, the property, rights, franchises, etc. of the Hyperion and Big Sandy Railroad Company. [illegible] recorded in County Court of Pike County, Kentucky, July 2, 1875 and County Court of Lawrence County, Kentucky, March 30, 1876.

[illegible]

As [illegible] predicated.

[illegible]

The [illegible] under the ownership of special acts of the General Assembly of the State of Kentucky, approved February 17, 1882 and February 27, 1883, entitled February 2, 1875, the Hyperion and Big Sandy Railroad Company.

[illegible]

[illegible] of

[illegible].

[illegible] of acts, leases, [illegible] [illegible]

[illegible]

[illegible] [illegible].

[illegible]

[illegible].

[illegible]

[illegible]

[illegible]

File
Reference [illegible]

[illegible]

Acts of Ky. 1850 ch 94 p 13

[illegible]

Approved

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

As of the date of [illegible], June 30, 1914.

Title

Letterhead [illegible] - Louisville and Big Sandy Railway Company.

Incorporation

Ex. E. L. Incorporated under the General Laws of the State of Kentucky by the consolidation of the Kentucky Eastern and Big Sandy Railway Company, Kentucky and Tennessee Railroad Company, Ohio and Big Sandy Railroad Company and Ohio River and Charleston Railway Company of Kentucky under an agreement dated July 1, 1902.

If. Agreement was filed with the Secretary of State of the
Ex.III. State of Kentucky and issued a certificate of incorporation on July 11, 1902. Recorded in the office of The Railroad Commission of Kentucky, July 11, 1902 and in the County Court of [illegible] County, Kentucky, July 22, 1902.

Organization

Ex. E. L. July 15, 1902 - Officers elected and by-laws adopted.

Consolidation

No new lines leased or constructed.

Table of Mileage

Lexington, Kentucky to Ashland, Kentucky 112.71 miles
Ashland, Kentucky to the West Fork of the Big Sandy River, Kentucky 3.38 miles
Ashland, Kentucky to Richardson, Kentucky 30.13 miles
Catlettsburg, Kentucky to Ohio River, Kentucky 1.19 miles
Richardson, Kentucky to Peach Orchard, Kentucky 1.04 miles
Mt. Sterling, Kentucky to Sandhill, Kentucky [illegible] miles
Total [illegible] miles

Leases, Trackage Rights and Contracts Affecting Operations

Name of Road	Termini	Date of agreement	Date of operation	Effective to
Ref. Book, Cert. Corp. and Trans. Co.	Ashland, Kentucky to Catlettsburg, Kentucky 3.19 miles.	July 1, 1902	July 1, 1902	July 1, 2002
Ref. Book, Cert. Corp.	Louisville and Eastern Railroad Company	June 21, 1901	July 1, 1902	July 1, 2001
	Louisville, Kentucky to Louisville, Kentucky 10.80 miles	Same with N.C. & St. L. Ry. Co.	1902	1951

Contracts

From July 1, 1901 to July 1, 1904
By The Louisville and Eastern Railway Company to purchase a majority of entire capital stock of the Louisville and Big Sandy Railway Company.

[illegible]

File
Reference [illegible]

[illegible]

GP.
Ex. 11. [illegible] agreement [illegible] the [illegible] and the [illegible] Railway Company, the Wrought Iron Bridge Company and [illegible] and the Kelly Bridge Company were published in [illegible] Railway Company of Kentucky.

Agreement of consolidation was filed with the Secretary of State of the State of Kentucky, who issued a certificate of consolidation on July 7, 1904. Documents in the office of Corporation Secretary of State, July 11, 1904 and County Court of Boyd County, Indenture Trip 3, 1904.

[illegible]

[illegible]
[illegible] Agreement of [illegible] Railway Company, General Offices, Ashland, Kentucky.

[illegible]

[illegible]
[illegible]

[illegible]
OF
THE CHESAPEAKE AND OHIO RAILWAY COMPANY

As of the date of Incorporation, June 29, 1869.

Title
Reference [illegible] - Ohio and Big Sandy Railroad Company.

INCORPORATION

Incorporated under the General Laws of the State of Kentucky. Articles of Incorporation dated August 23, 1869, recorded in Boyd County, Kentucky, Incorporation Book 1 Page 390.

AMENDMENTS

By deed dated August 20, 1888, Ernest C. Bond, Daniel S. Dana, Henry Collins and Edward Smith, Purchasing Committee for the Bond holders of the Chesapeake Railway Company, conveyed to the Ohio and Big Sandy Railroad Company, the property, rights, franchises, etc., of the Chesapeake Railway Company, 85.17 miles of first track, which had been acquired by them under deed dated April 16, 1888.
Deed acknowledged before the Clerk of County Court of Boyd County, Kentucky, August 16, 1888, recorded in County Court of Boyd County, Kentucky, August 30, 1888 and Lawrence County, Kentucky, September 7, 1888.

CONSOLIDATIONS

August 16, 1889 - Ultimate station and system adopted.

MERGERS, ETC.

Ashbrook, Kentucky to Kilgoreen, Kentucky 15.73 miles
Greenwood Colours - completed May 20, 1892.

ABANDONMENTS

Ashbrook, Kentucky to Kenova Crossing, Kentucky 4.30 miles
May 28, 1893

TRACKS AND OPERATION

At Present Mileage

Ashland, Kentucky to Kilgoreen, Kentucky 80.11 miles
Kilgoreen, Kentucky to Fourth Crossing, Kentucky 5.62 miles
[illegible] miles

OPERATION

From August 25, 1869 to June 30, 1891
by own organization
From July 1, 1891 to June 30, 1901
it was operated as Ohio Valley Company [illegible]
ownership of the entire capital stock of that Company.

[illegible]
OF
[illegible]

As of the Date of Valuation, [illegible]

File [illegible] George [illegible], Samuel [illegible], [illegible] and
[illegible] [illegible], Purchasing Committee.

[illegible]
See [illegible] Railway Company [illegible]

[illegible]
By deed dated April [illegible], [illegible], [illegible], Special
Commissioner, appointed by the Circuit Court of the United
States for the District of Kentucky, under decree of said
court, entered December [illegible], [illegible], conveyed the property,
rights, franchises, etc. of the [illegible] Railway Company to
George [illegible], Samuel [illegible], [illegible] and [illegible]
[illegible], Purchasing Committee.
This deed was approved by the Circuit Court of the United
States for the District of Kentucky at [illegible], Kentucky,
April [illegible], [illegible] and recorded in County Court of [illegible]
County, Kentucky, May [illegible], [illegible].

[illegible]
None.

MILEAGE AND DESCRIPTION
[illegible]
[illegible], Kentucky to [illegible], [illegible] [illegible]

OPERATION
From May 1, [illegible] to August [illegible], [illegible]
by Purchasing Committee

CONVEYANCE
By deed dated August [illegible], [illegible], George [illegible], [illegible],
[illegible] Collins and [illegible] [illegible], Purchasing Committee, conveyed
to the [illegible] and Big Sandy Railroad Company, the property, rights,
franchises, etc. of the [illegible] Railway Company which were
acquired by them under deed dated April [illegible], [illegible]. Deed
acknowledged before the Clerk of County Court of [illegible] County,
Kentucky, August [illegible], [illegible] and recorded County Court of [illegible]
County, Kentucky, [illegible], in [illegible] County, Kentucky,
September 7, [illegible].

RECORDS
None.

SOURCES OF DATA, [illegible]
[illegible]
Attached cards.

[illegible] CHART
Attached hereto.

[illegible]

File
Reference [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

File
Enterprise [illegible] - Articles of [illegible] Railroad Company.

Incorporation

W.P.A. Incorporated under the General Law of the State of Indiana; articles of incorporation dated Oct. 17, 1910, recorded in County Recorder's Office, Jay County, Indiana, June 13, 1918.

Stockholders

Ar. Cert. By deed dated July 14, 1918, Orville F. Carpenter and Estelle M. Carpenter, his wife, conveyed to the Enterprise and Pacific Atlantic Railroad Company all of their right, title and interest in and to the property, rights, franchises, &c., of the Carpenter and Dodds Lumber Company and the said Dodds Manufacturing Company being the said Dodds Manufacturing Company being the property described in a deed dated December 1, 1917, recorded in Deed Record Number [illegible], on said date in Jay County, Indiana. Said property is located in Jay County, Indiana. [illegible]

Organization

W.P.A. [illegible]

Subscription

The list of all persons [illegible] Jay County, Indiana, [illegible] Railroad Company, [illegible] shares of stock [illegible] Company. The said subscription is dated July 12th and was completed on August 1918.

Board of Directors

1st Year's Officers

T. Stanley, Secretary [illegible]

Operation

From July 14, 1918 to June 30, 1919
By the Enterprise and Pacific Railroad Company by virtue of ownership of entire capital stock of this company.

Abandonment

By agreement dated Jan. 1, 1921, the [illegible] of the Atlantic Railroad Company, Richmondtown Railroad Company, Ohio and Southern Railway Company, all [illegible] Ar. Cert. [illegible] Ohio and Southern Railway Company and the Silver and Northern Railway Company, all [illegible] agreement was filed with the Secretary of State of the State of Indiana on January 1, 1921, and a certificate of abandonment on July 11, 1921. Recorded in Office of the Railroad Commission of Indiana, July 11, 1921 and the County Court of Jay County, Indiana, July 20, 1921.

[illegible]

[illegible]

[illegible]

Title

Reference [illegible]

[illegible]

Act of [illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Title
[illegible] 1922 - The U.S. Sterling Coal Land Company.

Incorporation
Act of Ky. 1894 [illegible]
Incorporated under a Special Act of the General Assembly of the State of Kentucky approved February [illegible], 1894.

Organization
Date of organization cannot be ascertained.

Capitalization
$5,000,000, divided into 50,000 shares of voting common and [illegible] shares

Capital Stock Increased
Act 1919 Chapter [illegible]
$5,000,000, divided as follows, [illegible]

Title Lands
From complaint to January 14, 1922
by [illegible] conveyances

Act of Ky. 1894 p. 3 p. 140.
Land Leased
Under a [illegible] Act of the General Assembly of the State of Kentucky, approved January 14, 1922, the case of U.S. Sterling Coal Land Company was changed to the Kentucky and Eureka Minerals Railway Company.

Location of Property
[illegible]

Character of Title, Liens, Encumbrances and Title Insurance
Mineral deeds.

Encumbrances
Mineral deeds.

[illegible]

of

[illegible]

[illegible]

[illegible]
[illegible] - [illegible]

[illegible]

[illegible] By agreement dated July [illegible], the [illegible] Railway Company of Kentucky, [illegible] Sandy Railroad Company, [illegible] Railroad Company and Elizabethtown Lexington and Big Sandy Railroad Company were consolidated to form the Lexington and Big Sandy Railway Company. Agreement was filed with the Secretary of State of the State of Kentucky [illegible] certificate of consolidation [illegible] July [illegible]. [illegible] Railroad Commission of Kentucky, [illegible]

[illegible]

[illegible]
The Chesapeake and Ohio [illegible] Richmond, Virginia.

[illegible]
[illegible]

[illegible]
[illegible]

[illegible]

[illegible] Charles E. [illegible]

[illegible]
[illegible] Company, [illegible]

[illegible]
[illegible] By deed dated July 17, 1893, [illegible] Company, [illegible] of the property, rights, franchises, etc. of the [illegible] Company.
Deed recorded in [illegible] County, [illegible] Virginia, [illegible] Tenn. [illegible] Kentucky, [illegible]

[illegible]
[illegible]

[illegible]
[illegible] Miles

[illegible]
From July 17, 1893 to [illegible]
by Charles E. [illegible]

[illegible]
[illegible] By deed dated [illegible] Company of Kentucky the property, rights, franchises, etc. of the [illegible] Company [illegible]
Deed recorded [illegible] County, Kentucky, [illegible] County, Kentucky, [illegible]

[illegible]
[illegible]

[illegible]

[illegible]

[illegible] REPORT
OF
THE [illegible] AND OHIO RAILROAD COMPANY
As of the Date of Reference, June 30, 1911.

File
Reference [illegible] - Charleston Consolidated and Ohio River Railroad Company.

INCORPORATION
Consolidation of the Ohio Central and Virginia Central Railway Company and the Charleston Consolidated and Ohio River Railroad Company under an agreement dated September 7, 1887, said agreement filed and recorded in the Clerk's Office of Lawrence County, Kentucky, September 13, 1887.
Under a Special Act of the General Assembly of the State of Kentucky approved February 11, 1888, the Charleston Consolidated and Ohio River Railroad Company was authorized and empowered to construct and operate its railroad from a point on the Virginia-Kentucky State line through or across the State of Kentucky to some point on the Ohio River in Boyd County, Kentucky.

Ref.
Vol. 141.

Acts of Ky. 1887-8
ch. 113 P. 297.

INCORPORATION
December 1, 1887.

CONSTRUCTION
No new first track constructed.

TRACKAGE AND DESCRIPTION
1st Track Miles
Richardson, Kentucky to Ohio River, Kentucky 8.10 Miles

OPERATION
From December 1, 1887 to February 28, 1891:
No new operations
From February 28, 1891 to July 1, 1901
No Operations.

CONVEYANCE
By deed dated July 27, 1891, Donald M. Thomasville, Sheriff, Lincoln and Receiver of the [illegible] & O. R. R. Co., Plaintiff, Cincinnati and Chicago Railroad Company and the Ohio River Improvement and Trust Company, assigned to Charles S. Keller all of the property, rights, franchises, etc. of the Charleston, Cincinnati and Chicago Railroad Company.
Deed recorded in Caldwell County, North Carolina, September 9, 1891, [illegible], Caldwell County, North Carolina, October 7, 1891, Caldwell County, Surrey County, North Carolina, October 7, 1891, Caldwell County, [illegible] at Scott County, Virginia, December 20, 1891, Alabama County, Virginia, July 2, 1891, Wise County, Virginia, December 21, 1891, Caldwell County, Kentucky, [illegible], April 3, 1892, Caldwell County, Kentucky, [illegible], April 3, 1892, Caldwell County, Tenn., July 30, 1892, Caldwell County, Tenn., July 30, 1892, Caldwell County, Tenn., August 6, 1892, Sullivan County, Tenn., August 13, 1892 and Lawrence County, Kentucky, October 17, 1892.

Ref.
Vol. 141.

ARTICLES OF

[illegible]

As of the date of Initial, June 20, 1911

n:a
Inf'mants [illegible]

ORGANIZATION
Date of organization cannot be ascertained.

INCORPORATION
I. By agreement dated December 1, 1897, the Charleston
II. Inf. Consolidated and Kanawha Railway and Gas Co.,
Kentucky and Virginia Railway Company were consolidated
to form the Charleston Consolidated and Kanawha Railway
Agreement of Consolidation filed and recorded in Deed Book
#7 Kanawha County, Exhibit, December 19, 1897.

AMENDS
[illegible] of
Charter.

[illegible]
Dividend records.

CAPITALIZATION
Authorized Capital.

[illegible] History
of
The Lexington and Big Sandy Railroad

As of the date of Valuation, June 30, 1916.

1916.
Interstate [illegible] - Lexington and the Eastern Railroad Company.

Incorporation

I.C., V. 115. Consolidation of the Kentucky Lexington and Big Sandy Railroad Company and The Lexington and Big Sandy Railroad Company - Charter Opinion, under resolutions adopted by the Board of Directors and Stockholders of The Lexington and Big Sandy Railroad Company - Contract Certified as a meeting held December 28, 1887, and resolutions adopted by the I.C., V. 11. Directors of the Kentucky Lexington and Big Sandy Railroad Company at a meeting held December 27, 1890. The consolidation was approved and legalized by a Special Act of the General Assembly of the State of Kentucky, approved February 4, 1891. (See of Kentucky 1891 ch 1210 Page 1497)

Abandonments
February 4, 1891.

Construction
Lexington, Kentucky to Mt. Sterling, Kentucky [illegible] miles
Construction commenced in 1891 - completed June 1892.
Mt. Sterling, Kentucky to Jenson, Kentucky [illegible] miles
completed December 1892.
Ashland, Kentucky to Dock Dock at Big Sandy River, Kentucky. [illegible] miles
completed December 1892.

Tracks and Properties
Main Track mileage
Lexington, Kentucky to Jenson, Kentucky [illegible] miles
Ashland, Kentucky to Dock Dock at the Big Sandy River, Kentucky. [illegible]
Total [illegible] miles

Mileage of Road owned or Operated under Control

Road	Termini	Date for operation assumed at	Miles Operated Dec.	Miles Owned Dec.
The Chesapeake and Ohio Railway Company.	Huntington, W. Va. to the Dock Dock at the Big Sandy River (1.36 miles of first track)	December 31, 1892.	1916 [illegible]	1916 [illegible]

[illegible]

File Reference

[illegible]

[illegible]

Date	Parties	Agreement
[illegible] 1876	The Louisville and Big Sandy Railroad Company Eastern Division, Mountain Coal and Coke Railway Company Tennessee.	Lease May 7, 1890 Lessee to operate Louisville Southern Ry. Co. [illegible] line of first track.
[illegible] 1914	Louisville and Nashville Railroad Company.	Lease March 31, 1919 Lessee to operate Louisville Southern Ry. Co. line of first track.
[illegible] 1914	The Chesapeake and Ohio Railway Company.	Lessee Purchase Agreement February 14, 1927 Lessee to operate Big Sandy River C. & O. line of first track

[illegible]

Deed	Grantee	Agreement of
[illegible] 1914	The Chesapeake and Ohio Railway Company.	Purchase, January 14, 1927 to the land used of the Big Sandy River Railway; C. & O. line of first track

[illegible]

[illegible] 1914 From June 1914 to July 14, 1927
By Louisville Southern and Lexington Railroad contract, they furnishing all equipment and [illegible] and receiving 60-65 - per cent of the gross [illegible]

[illegible] From July 14, 1927 to October 3, 1927
By Kentucky Central Railroad Company lease of [illegible] between the Louisville Southern Railroad Company and its [illegible] of the board of Directors of the [illegible] and Big Sandy Railroad Company.

[illegible]

[illegible]

As of the date of [illegible], 19[illegible]

File
Reference - Discontinuance, abandonment and use [illegible] railroad [illegible]

[illegible]

[illegible] Agreement, [illegible] to January 31, 1894
by the Chesapeake and Ohio Railway Company under an agreement
between the Chesapeake and Ohio Railway Company and the
Louisville [illegible] of the leases of Elizabeth
[illegible] and the Ivel Railroad Company for account of
Elizabethtown [illegible] and the Ivel Railroad Company.

[illegible]
[illegible] Year February 1, 1894 to February 15, 1895
by the Louisville and Nashville Railroad Company under a
lease agreement of [illegible], 1894, between the Elizabethtown
[illegible] and the Ivel Railroad Company and Lessee Lines
and Elizabeth Valley Company.

From February 1, 1898 to July 1, 1900
by the Chesapeake and Ohio Railway Company under agreement
dated February 1, 1898, between the Louisville Lines and
Elizabeth Valley Company and the Chesapeake and Ohio
Railway Company, by which the Newport News and Mississippi
Valley Company conveyed to the Chesapeake and Ohio Railway
the right, for [illegible] lease dated January 27, 1898 and
effective between the Elizabethtown Lexington and the Ivel
Railroad Company, and the Chesapeake and Ohio Railway Company
takes possession July 1, 1898 [illegible] with the Elizabethtown Lexington
and the Ivel Railroad Company agreed to the assignment of the
lease to [illegible] January 27, 1898 to the Chesapeake and Ohio Rail-
way Company.

[illegible]
[illegible] By agreement dated July 1, 1900, Elizabethtown Lexington and
Big Sandy Railway Company, [illegible] and Ivel Railroad Company
and Louisville and Nashville Railroad Company and Ohio River
and Charleston Railway Company of Kentucky were consolidated
as [illegible] and the Louisville Lines Company.
Pursuant was filed with the Secretary of State of the State
of Kentucky the [illegible] certificate of consolidation as [illegible]
31, 1900. Recorded in the office of the Railroad Commission
of Kentucky, July 31, 1900 and in the County Court of Boyd
County, Kentucky, Feb. 27, 1900.

[illegible]

[illegible]
[illegible] Secretary of
[illegible] Louisville & Nashville Railroad Company's General Offices,
Louisville, Kentucky.

[illegible] & Ohio Railway Company's Office in Charleston, West
Virginia.

[illegible]

[illegible]

[illegible] REPORT
OF
[illegible]

as of the date of [illegible], 1944.

Title Reference — [illegible]

INCORPORATION

Date of Ky. Inc. in 1[illegible] Page [illegible].

Incorporated under a special act of the General Assembly of the State of Kentucky, approved January 7, [illegible].

QUALIFICATIONS

40, P. L.

March 9, 1927 — Directors elected.

ACQUISITIONS

To [illegible] completed before consolidation with The Lexington and Big Sandy Railroad Company — Eastern Division.

CONSOLIDATIONS

By resolutions of the Board of Directors and Stockholders of The Lexington and Big Sandy Railroad Company — Eastern Division, adopted at a meeting held December 20, 1870, and the directors of the Elizabethtown Lexington and Big Sandy Railroad Company, adopted at a meeting held December 29, 1870, The Lexington and Big Sandy Railroad Company — Eastern Division and the Elizabethtown Lexington and Big Sandy Railroad Company, were consolidated into one Company by name of the Elizabethtown Lexington and Big Sandy Railroad Company. This consolidation was approved and legalized by a special act of the General Assembly of the State of Kentucky, approved February 8, 1871. (Acts of Kentucky 1871 in full page 127.

Ch. 123.

PROPERTY

Location of

The Passenger and [illegible] Company's General Offices, Richmond, Virginia.

[illegible] OF LEASES, LEASES, CONSOLIDATIONS, MORTGAGES AND OTHER LIENS

Mineral leases.

[illegible] DEBT

Mineral leases.

Abstract of Title
of
The Lexington and Big Sandy Railroad Company
to all the lots of Ground, Tract No. 111

Title
Reference Vol 2 - P. 2 - Deeds - Fayette County - J. B. Bates Cl

CONSIDERATION
Two Dollars and Six Cents Railroad Company Exc.

ACQUISITION
By deed dated September 30, 1869, [illegible]
Commissioner, appointed by the [illegible]
City of Lexington on June 21, 1870, [illegible]
Ellis, Lexington, Ky. Atty. C. C. [illegible]
Green, C. M. Wells and E. Quisenberry [illegible]
Commissioners, etc. of the Lexington [illegible]
Company, Five Lexington, Kentucky, to the [illegible]
Sandy River, Kentucky, except only such land as had
said water available system said [illegible]
Deed was approved by the Fayette Circuit Court [illegible]
term on October 3, 1870 and recorded in Deed [illegible]
Fayette County, Kentucky, October 18, 1870 and [illegible]
Kentucky, May 31, 1870.

ENCUMBRANCES
None

CONDITIONS
By said deed dated September 30, 1869, [illegible] Ellis,
C. C. Green, C. M. Wells, and E. Quisenberry, Commissioners
Appointed to Condemn the property, rights, franchises [illegible]
that part of the line from Lexington, Fayette County, Kentucky
to the Southern Terminus at Big Sandy River in [illegible]
Joseph S. Fowler, John Bowman, Daniel Sale, Wm. B.
A. D. Sinclair, Lewis Buckingham and Joseph E. Bates [illegible]
on behalf of the General Assembly of the State of Kentucky,
approved January 24, 1867 [illegible] and [illegible]
1870 the owners of that part of the line were [illegible]
as The Lexington and Big Sandy Railroad Company - [illegible]
Division [also this road became the present [illegible]
Railway Company]

RECITALS
That on [illegible] of the General Assembly of the State of
aforesaid January 24, 1867 - and [illegible] 1870 [illegible]
1870] B. T. Wilhite, Wm. Wells, Hugh Logan, [illegible]
Wells Estate, John W. Viers, Jas. Lockhart and [illegible]
Agents, &c. as Agents of Big Sandy Division of
the County of the Fayette, Kentucky, [illegible]
part of the line from Lexington, Kentucky to [illegible]
County, Kentucky, duly discontinued the Lexington and
Railroad Company - Eastern Division

HISTORY SHEET

OF

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

As of the date of retirement, June 30, 1934

Title
Incorporated 1867 - Coal River Railway Company.

INCORPORATION

Dec. 4, 1867. Incorporated under the General Laws of the State of West Virginia. Articles of incorporation dated January 8th 1868, filed with the Secretary of State of the State of West Virginia and certificate of incorporation issued by him on January 9, 1868.

AMENDMENTS

Dec. 9 1870. By Deed dated Dec 31, 1870, the Coal River Railway Company conveyed to the Coal River Valley Railway Company all of its property, rights, franchises, railroad etc. (described) that recorded in the county Court of Kanawha County, State of West Virginia, June 27, 1905, (Book 87 page 490).

CONSOLIDATIONS

Dec. 1 E. January 26, 1872 - Contract entered into to lease road.

CONSTRUCTION.

Milepost 0, Va. to Deepwater, W. Va. 34.4 miles
completed June 1905 - completed and put into operation June 1, 1906.

Deepwater, W. Va. to Peytona, W. Va. 6.0 miles
completed and put into operation during year ended December 31, 1907.

Peyton, W. Va. to Marmet, W. Va. 11.0 miles
completed and put into operation during year ended December 31, 1907.

Marmet, W. Va. to Dunbar, W. Va. 11.77 miles
completed and put into operation January 1, 1909.

Corridor, W. Va. to End of Track, W. Va. 1.00 miles
completed and put into operation October 1909.
(Book 5) 64.1 miles

TRACKS AT DESCRIPTION
Net Track Mileage
End of C. & O. Line to End of Track, W. Va. 57.11 miles
Marmet, W. Va. to Peytona, W. Va. 7.43 miles
64.54 miles

LOCATION OF MAIN LINE AT CLOSE OF YEAR

Road	Terminal	Terminal	Miles Operated
The Chesapeake and Ohio Ry. Co.	C. & O. Spur Track at Deepwater, W. Va.	Switch at Deepwater, W. Va.	57.11
	Marmet, W. Va.	Peytona, W. Va.	7.43
			64.54

CORPORATE HISTORY
of
THE CHESAPEAKE AND OHIO RAILWAY COMPANY

As of the Date of Valuation, June 30, 1916.

File Reference

Coal River Railway Company. (Continued).

OPERATION
First by [illegible]
By its organization from [illegible]

[illegible] From July 1, 1907 to December 31, 19[illegible]
By The Chesapeake and Ohio Railway Company under agreement dated July 27, 1905 between Coal River Railway Company and The Chesapeake and Ohio Railway Company.

DEEDS
[illegible] By Deed dated December 31, 1907, [illegible] Company conveyed to The Chesapeake and Ohio Railway Company, all of its property, rights, [illegible] Deed recorded in office of the Secretary of State, State of West Virginia December 14, [illegible], County Court of Raleigh County, West Virginia, March 16, [illegible] page [illegible], [illegible] County, West Virginia, December [illegible], [illegible] County, West Virginia, December [illegible], Logan County, West Virginia, December [illegible] page [illegible], and Boone County, West Virginia, [illegible] 1910, [illegible] page 41.

RECORDS
Location of
The Chesapeake and Ohio Railway Company's [illegible]
Richmond, Va.

ABSTRACT OF BONDS, LEASES, [illegible]
Attached hereto.

[illegible] CHART
Attached hereto.

File
Reference [illegible]

[illegible]

Ch. [illegible]

[illegible]

Ch. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Ch. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
OF
THE [illegible]

As of the date of charter, June 3, 1911.

File
Reference [illegible] - [illegible]

[illegible]
G.S.1. [illegible] under the General Laws of the State of West Virginia. Articles of Incorporation dated October 3, 1911, filed with the Secretary of State of the State of West Virginia and Certificate of Incorporation issued by [illegible] October 7, 1911.

[illegible]
M.S.3. October 3, 1911 - Directors elected and it [illegible].

[illegible]
[illegible] construction was commenced by this Company in September 1911 but no portion of the railroad was completed or operated.

[illegible]
M.S.1. The Pocahontas Coal River and Tennessee Railway Company to the Coal River and Western Railway Company. Change of name authorized at a meeting of the Stockholders of Pocahontas Coal River and Tennessee Railway Company held October 15th, 1913. This resolution was filed with the Secretary of State of the State of West Virginia, who on November 12th, 1913 issued a certificate changing said its corporate name accordingly.

[illegible]
Location of
The Charleston and Ohio Railway Company's General Offices
[illegible], Va.

[illegible]
None.

[illegible]
Charter herein.

CHRONOLOGICAL HISTORY
of
THE RALEIGH AND SOUTHWESTERN RAILWAY COMPANY
As of the Date of Dissolution, June 30, 1931.

Title
Different 1891 - Raleigh and Southwestern Railway Company.

INCORPORATION

Mar. 21, 1891 Incorporated under the General Laws of the State of West Virginia, Articles of Incorporation dated September 19, 1891, filed with the Secretary of State of the State of West Virginia and Certificate of Incorporation was issued by him October 3, 1891, recorded in County Court of Raleigh County, West Virginia, October 7, 1891.

ACQUISITION

Jan. 21, 1901 By deed dated October 19, 1900, the Black Creek and Raleigh Railroad Company conveyed to the Raleigh and Southwestern Railway Company, all of its property, rights, franchises, etc. Deed recorded in County Court of Raleigh County, West Virginia, March 27, 1901 (18 M 8, 473; (11.42 miles).

CONSTRUCTION

Mar. 7, 1901 - Railroad placed in service by Lane Company.

CONSTRUCTION

Raleigh, W. Va. to End of Track, W. Va. 9.37 miles
Completing the completion of construction between
End of Track, W. Va. to End of Track, W. Va. 1.51 miles
Commencement of construction between - completed
in Fall of 1901.
End of Track, W. Va. to End of Line .54 miles
Commencement of construction between - completed
in Spring of 1902.

TRACKS AND OPERATION

Main Line Tracks
Raleigh, W. Va. to End of Line, W. Va. (Capacity) 1.42 miles
Raleigh, W. Va. to End of Line, W. Va. (Present) 11.41 miles
20.37 miles

OPERATION

From to Trustee
From October 21, 1901 to March 21, 1901.
This line was operated by the Raleigh and Southwestern Railway Company.

Mar. 21, 1901 to
Feb.
From March 21, 1901 to February 28, 1911.
This line was operated by the Raleigh Lumber Company, under agreements of March 21, 1901 and March 11, 1904.
Under agreement dated June 17, 1908, effective July 1, 1908 and agreement dated March 11, 1904, The Chesapeake and Ohio Railway Company reserved the right to operate the Railroad and have over this line, but did not take advantage of this right. Full operation as was necessary by The Chesapeake and Ohio Railway Company was performed by the Raleigh Lumber Company.

Feb. 1911

[illegible]

[illegible]

[illegible]

[illegible]	Raleigh and Southwestern Railway Company [illegible]

DEEDS [illegible]

By Deed dated February 2[?], 19[?], [illegible] Railway Company conveyed to The Chesapeake and [illegible] Company all of its property, rights, franchises, etc. [illegible] recorded with Secretary of State [?] of the State of [illegible] March 7, 19[?], County Court of Raleigh County, West [illegible] March 2, 1912 (D. B. 43 Page [illegible]), Wyoming County [?] [illegible] 4, 1912 (D. B. 44 Page 431).

[illegible]

Grantee of [illegible]

The Chesapeake and Ohio Railway Company [illegible] Virginia.

[illegible]

[illegible]

[illegible]

None [?].

CORPORATE HISTORY
OF
THE CHESAPEAKE AND OHIO RAILWAY COMPANY

AS OF [illegible] DATE OF VALUATION, JUNE 30, 1916.

Reference [illegible] - [illegible] Creek and Raleigh Railroad Company.

[illegible]
[illegible] [illegible]

[illegible]
[illegible] [illegible]

[illegible]
[illegible] [illegible]

[illegible]
[illegible]
[illegible] Miles

OPERATION
Prior to Conveyance
From date of completion of construction to October 27, [illegible].
By own organization.

CONVEYANCE
[illegible] By deed dated October 27, 1906, the Glade Creek and Raleigh Railroad Company conveyed to the Raleigh and Southwestern Railway Company all of its property, rights, franchises, etc. Deed recorded in County Court of Raleigh County, West Virginia, March 23, 1906. (DB - 37 Page 493).

CORPORATE EXISTENCE
Charter of the Glade Creek and Raleigh Railroad Company was surrendered April 30, 1907 and the Corporation passed out of existence.

RECORDS
Location of
The Chesapeake and Ohio Railway Company's General Office, Richmond, Va.

[illegible]
Attached sheets.

[illegible]
Attached sheets.

[illegible]

[illegible]

[illegible]

File Reference: [illegible] - Virginia Air Line Railway Company.

INCORPORATION

[illegible] Incorporation under the General Laws of the State of Virginia; articles of incorporation dated April 5, 1906. Certificate of Incorporation issued by Department of the State Corporation Commission, State of Virginia, April 11, 1906, filed and recorded in the office of the Secretary of State of the State of Virginia, April 11, 1906.

LEGISLATION

[illegible] December 7, 1910 - Dividends and Officers elected.

INCORPORATED

[illegible], Va. to Strathmore, Va.
Permanent Location 1908 - completed October 1909.

CHANGE AND EXTENSION

[illegible] Track Mileage
[illegible], Va. to Charlottesville, Va.

MORTGAGE

Prior to Lease

From October 1908 to July 2, 1909
To own properties.
From July 1, 1909 to July 31, 1913
By the Chesapeake and Ohio Railway Company, lease agreement between Virginia Air Line Railway Company and the Chesapeake and Ohio Railway Company, dated June 1, 1910.

Cf. Cert. 3387.

SALE

By deed dated July 17, 1912, the Virginia Air Line Railway Company conveyed to the Chesapeake and Ohio Railway Company, all of its rights, property, franchises, etc. Deed recorded in office of State Corporation Commission of State of Virginia, July 18, 1912 (B. 5 P 345) County Circuit Court of Fluvanna County, Virginia, July 16, 1912, Louisa County, Va. July 17, 1912, Albemarle County, Virginia, July 19, 1912.

Cf. CD-2-175.

CHARTER

Articles of
The Chesapeake and Ohio Railway Company's General Office, Cleveland, Virginia.

[illegible] Articles of Agreement, [illegible], Consolidation Proceedings and [illegible]

Attached hereto.

[illegible] CHARTER

Attached hereto.

[illegible]

[illegible]

[illegible]

[illegible]

The Deposits and the Valley Railway [illegible]

Number of this Indenture	Date	Parties
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Lease from the Said Steam Ferry Company to The Corporation and the Valley Railway Company.
[illegible]	[illegible]	Lease from the Corporation and Valley Railway Company to The Deposits and the Valley Railway Company.
[illegible]	[illegible]	Lease from the Corporation of Lower Dalton to The Corporation and the Valley Railway Company.
[illegible]	[illegible]	Certificate of Charter of the Dalton and Deposits River Railroad Company into The Deposits and the Valley Railway Company.
[illegible]	[illegible]	Certificate of Change of the Corporate Name of the Valley Railway Company into The Deposits and the Valley Railway Company.
[illegible]	[illegible]	Certificate of Change of the Corporate Name of the Upriver Valley Railway Company into The Deposits and the Valley Railway Company.
[illegible]	June [illegible]	Lease from The Deposits and the Valley Railway Company, Lessor, to Trust Company and Henry [illegible], Trustees to Valley Railway Company, covering the Leased Lines.
[illegible]	June [illegible]	Agreement for Operation of the Valley and Deposits Railway Company.
[illegible]	[illegible]	Lease of Island from Railroad Company [illegible]

Table of Title

of

The Chicago & [illegible] Railway Company

as of the date of October, [illegible]

Showing in detail, under each [illegible] the encumbrances or claims [illegible]

The Chicago & Illinois Western Railway Company

Reference to Title Number	Date	Remarks
CR.Cert.[illegible]	Oct. 12,1911	Joint lease of the Chicago & Illinois Western for 2 years from Jan.1,1911 by the Chicago & Illinois Western Railway Company and The Chicago & Western Railway Company.
CR.Cert. [illegible]	Dec. 12,1911	Agreement between The Chicago & Illinois Western Railway Company and The Chicago & Illinois Western Railway Company for 2 years from Jan.1,1911. The Chicago & Illinois Western Railway Co. will lease the Piney River and Fifth Creek Railroad Company and give to Chicago & Western Railway Company and The Chicago & Illinois Western Railway Company certain leases rights to the Chicago & Illinois Western Railway Company.
CR.Cert. [illegible] [illegible].Cert. [illegible]	July 1,1[illegible] April 1,1914	Agreement for extension of the rights of The Chicago & Illinois Western Railway Company and the extension of the leases [illegible] Railroad Company.
CR.Cert. 240	Dec. 31,1[illegible]	Agreement between The Chicago and [illegible] Railroad Company and The Chicago & Illinois Western Railway Company for lease of line from Forrest Hills [illegible] to Chicago, Ill. to Chicago, Ill.
CR.Cert.[illegible]	June 1,1916	Lease of [illegible] Terminal and Transportation Company for 99 years.
CR.Cert.[illegible]	June [illegible],[illegible]	Agreement with [illegible] for operation of the Chicago [illegible]
CR.Cert. [illegible] CR.Cert. [illegible]	Nov.1,[illegible] Sept. 1,1918	Lease of the [illegible] Branch owned by the [illegible] Terminal Company.
[illegible]	Nov.11,[illegible]	Agreement for operation of the Chicago & [illegible] and The Railway Co.'s line between [illegible] to the [illegible] Road at the [illegible] in the [illegible] between [illegible] and the Chicago & Illinois Western Railway Company.
CR.Cert.[illegible] CR.Cert.[illegible]	Nov.1,1921 Feb.1,1[illegible]	Lease of The Chicago and [illegible] from [illegible] to [illegible] to the [illegible] the Chicago & Illinois Western Railway.

Table of
Contents
of
Title Insurance Policy Records
in the State of Illinois, from 1871 to
[illegible]

For Counties on Main Railway System (cont.)

Reference of this Policy	Date	Issued
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible]

Reference or
File Number | Date | Remarks

[illegible] | Dec. 1,1914 | Agreement with the Company [illegible] for transmission [illegible]

[illegible] | Dec. 1,1919 | Agreement with the [illegible] Company for [illegible]

[illegible] | July 11,1918 | Agreement with the Cleveland [illegible] and Mr. Leslie Fairfield [illegible]

[illegible] | May 7,1918 | Agreement between the Pipe Lines [illegible] and the Ohio Fuel Supply Company [illegible]

[illegible] | June 27,1918 | Agreement granting transfer rights to the Logansport and Indiana Gathering Company, [illegible]

[illegible] | Dec. 7,1914 | Agreement granting transfer rights to the Logansport and Wabash Valley Gas Co. [illegible]

[illegible] | May 1,1916 | Agreement granting transfer rights to the Indiana Gathering Company, [illegible]

[illegible] | June 15,1916 | Lease covering quantity of Gas [illegible] Gas Gathering Company by The Ohio Fuel [illegible] Gathering Company.

Reference in the Index	Date	Extent
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible] [Sheet no. 2 of 4]

[illegible]

as of Date of Incident, June 30,1911.

[illegible]

[illegible] and Virginia Railway Company (cont.)

Reference on Plat Number	Date	Remarks
V.C.R. 1	Dec. 7,1871	Deed The North River Navigation Comp'y. and The James River and Kanawha Company to Edmund Pendleton Special Commissioner to the Richmond and Allegheny Railroad Company, covering The North River Navigation Company,
V.C.R. 2	Dec. 4,1880	Deed The James River and Kanawha Company to the Richmond and Allegheny Railroad Company.
V.C.R. 2A	Dec. 1,1881	Virginia Midland Rwy Co. purchased the Richmond Company and Trd to Chesapeake Ohio-Kanawha Railroad Company for 99 years, Lexington, Va.
V.C.R. 3	Dec 21,1877	Deed The Richmond and Alleghany Railroad Company, by T.T.Bolling, special commissioner to Charles P. Cox, Trustee under and pursuant to Decree of the Circuit Court of Buchanan County, Virginia, in the cause of The Richmond and Alleghany Railway Company.

The James River and Kanawha Company

R.C.R. 1	Dec. 4,1880.	Deed The James River and Kanawha Company to the Richmond and Alleghany Railroad Company.

Richmond and Allegheny Railroad Company

R.C.R. 2	Dec. 4,1880	Deed The Richmond and Allegheny Railroad Company to the Richmond and Alleghany Railroad Company.

The North River Navigation Company.

V.C.R. 1 and 2	Sept. 6,1855	Agreement for operation and management of The James River and Kanawha Company.
V.C.R. 3A	Dec. 7,1871	Deed The North River Navigation Company and The James River and Kanawha Company to Edmund Pendleton Special Commissioner to the Richmond and Alleghany Railroad Company, covering The North River Navigation Company.

Coal Company

Virginia Coal	June 7,1870	Deed mining company to The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]	Date	Remarks
[illegible]	[illegible]	Agreement for operation by The Chesapeake and Ohio Railway Company.
[illegible]	[illegible]	Deed [illegible] Railroad Company to The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]	[illegible]	Deed [illegible] to The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]	[illegible]	Deed [illegible] Railway Company to The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]	[illegible]	Certificate of Merger into The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]	[illegible]	Agreement for operation by The Chesapeake and Ohio Railway Company.
[illegible]	[illegible]	Certificate of Merger into The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]	[illegible]	Deed [illegible] to The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]	[illegible]	Agreement for operation by The Chesapeake and Ohio Railway Company.
[illegible]	[illegible]	Deed [illegible] Company to The Chesapeake and Ohio Railway Company.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Company [illegible]

Reference to File Number	Date	Remarks
[illegible]	[illegible]	Deed [illegible] Company [illegible] by The Chesapeake and Ohio Railway Company.

[illegible] Railway Company

[illegible]	[illegible]	Deed [illegible] Railway Company to [illegible] Railroad Company.
[illegible]	[illegible]	Agreement for operation by The Chesapeake and Ohio Railway Company.
[illegible]	[illegible]	Deed [illegible] Railway Company by The Chesapeake and Ohio Railway Company.

[illegible] Railway Company

[illegible]	[illegible]	Deed [illegible] Railroad Company to [illegible] Railway Company.
[illegible]	[illegible]	Deed [illegible] Railroad Company to [illegible] Railway Company.
[illegible]	[illegible]	Deed [illegible] Railway Company to [illegible] Railroad Company.

[illegible] Railroad Company

[illegible]	[illegible]	Agreement with The Chesapeake and Ohio Railway Company for operation.
[illegible]	[illegible]	Deed [illegible] Railroad Company to The Chesapeake and Ohio Railway Company.
[illegible]	[illegible]	Deed [illegible] Railroad Company to [illegible] Railway Company.

[illegible]

[illegible]

[illegible]

[illegible]

The Covington and Ohio Railway Company.

Reference to file number	Date	Remarks
A.G. F. 1	May 15,1914	Agreement of consolidation of Covington and Ohio Railway Company of Kentucky, The Cincinnati and Southern Railway Company and The Ohio Valley Railway Company.
[illegible]	July 1,1902	Agreement between Lexington and O. Valley Railway Company and Cincinnati and Ohio Railway Company for trackage.
[illegible]	Nov. 27,1913	Agreement between Cincinnati, New Orleans and Texas Pacific Railway Company and Louisville and Nashville Railroad Company for trackage.
[illegible]	June 8,1914	Agreement for operation by The Covington and Ohio Railway Company.
[illegible]	[illegible]	[illegible]

The Cincinnati and Southern Railway Company

[illegible]	April [illegible]	Agreement for operation by The Covington and Ohio Railway Company.
[illegible]	May 14,1914	Agreement of consolidation of [illegible] Ohio Railway Company of Kentucky, The Ohio Valley Railway Company and The Cincinnati and Southern Railway Company.

The Ohio Valley Railway Company

[illegible]	June 27,1902	Agreement of consolidation of The Ohio Valley Railway Company of Kentucky and The Lexington Railway Company.
[illegible]	May 7,1914	[illegible] of indebtedness [illegible] in the Name of Trustee.
[illegible]	May 27,1914	Agreement of consolidation of [illegible] Ohio Valley Railway Company of Kentucky, The Ohio Valley Railway Company and The Cincinnati and Southern Railway Company.

Number of
Title Deeds | Date | Nature

[illegible] | [illegible] | [illegible]

The Great Western Railway Company of England

[illegible] | [illegible] | [illegible]

Pertaining to the Kidwelly Quay at Carmarthen

[illegible] | [illegible] | [illegible]

[illegible] | [illegible] | [illegible]

[illegible] | [illegible] | [illegible]

[illegible] | [illegible] | [illegible]

The Carmarthen Quays and Harbour Railway Company

[illegible] | [illegible] | [illegible]

Llanelly Railway and Dock Company

[illegible] | [illegible] | [illegible]

[illegible]

Table of Contents

[illegible]

Synopsis of legal papers in Receivership proceedings and other transactions

[illegible]

Instrument
File Number | Date | Nature

[illegible] | April 13, 1894 | Resolution of directors for issuance of [illegible]

[illegible]

[illegible] | Nov. 1, 1894 | Lease [illegible] ... Terminal Company to [illegible] and Ohio Railway Co. [illegible] Taylor, William G. Peirce, Thomas Ryan, John G. Pugh, Clarence D. [illegible] F. C. Stevens, trustees of Charles T. Terry.

[illegible] | Feb. 11, 1895 | Assignment [illegible] of Participation

[illegible]

[illegible] | [illegible] 1898 | Land Transfer ... Terminal Company etc. to [illegible] Taylor et al. (See above)

[illegible] | Jan. 21, 1898 | Deed [illegible] Terminal Company to [illegible] and Transfer and Lease Company to [illegible] the Ohio Railway Company.

[illegible]

[illegible] | Feb. 11, 1898 | Agreement of consolidation of the [illegible] Coal Co. [illegible] and the Ohio Railway Company, Kanawha Coal & Mining Co. [illegible] and the Ohio Railway Company and [illegible] and [illegible] Coal Co.

[illegible] | Jan. 21, 1898 | Agreement with the Jackson Coal and Iron Railway Company for trackage.

[illegible] | [illegible] 1898 | Agreement between the Elizabethtown, Lexington and Big Sandy Railroad Company and the Ohio Railway Co. [illegible] Railroad Company for trackage.

[illegible] | Jan. 1, 1899 | Agreement of consolidation of Lexington and Big Sandy Railway Company, Kanawha and Ohio Railway Company and The Lexington Short Line Transfer Railway Company.

Sheet No. 1 of 1 Sheets

Statement showing

the Rates and Charges made by

and Rules of Operation, Classifications and Practices

of the Lake Shore & Michigan Southern Railway Company

on Traffic between Points on its Own Lines

and Points on the Long Island Railroad Company

Reference to Tariff	Date	Issued
C.A.C. 12C	Dec. 20,1917	Cancels C.A.C. Nos. 11 and 11-A, Joint Freight Tariffs and Rules Governing Operations of the Electric Railway Service between the Long Island Railroad Company.
C.A.C. 13	Feb. 1,1918	Agreement of Cancellation of the Eleventh Mortgage Indenture and the Long Island Railroad Company, from the City and County Building Company, Trustee, and the Mercantile Trust Company of New York, Trustee, dated February 1st, 1918, and the Long Island Railroad Company and the Lake Shore & Michigan Southern Co. of date February 1st, 1918.

Baltimore & Ohio Railroad Company, Participating Carriers.
Under Authority of Special Permission No. 6 Issued by Interstate Commerce Commission.

C.A.C. 1-A	Effective Dec. 20,1918	Issued by R. Eastman, Agent, Eastern Passenger Department, Baltimore & Ohio Railroad Company, 143 Liberty Street, New York, N.Y.
C.A.C. 1-B	Effective Jan. 1,1919	Issued by R. Eastman, Agent, Eastern Passenger Department, Baltimore & Ohio Railroad Company, 143 Liberty Street, New York, N.Y.

Pennsylvania Railroad Company

C.A.C. 1	Effective Jan. 1,1919	Issued by [illegible] Pennsylvania Railroad Company, Passenger Department, Philadelphia, Pa.

Lehigh Valley Railroad Company and Lehigh Valley Transit Company

C.A.C. 1	Effective Jan. 15,1919	Issued by Walter T. Umsted, Agent, Lehigh Valley Railroad Company, 143 Liberty Street, New York, N.Y.
C.A.C. 1-A	Effective Feb. 1,1919	Agreement of Cancellation of the Eleventh Mortgage Indenture and the Long Island Railroad Company, from the Lehigh Valley Railroad Company, Trustee, and the Mercantile Trust Company of New York, Trustee, dated February 1st, 1918, and the Long Island Railroad Company and the Lehigh Valley Railroad Company.

Index of Deeds

of

[illegible] to Land Lying in

as of Date of Clearing, June 30, 1934.

Contract of Title to Certain Property Now Owned by

Louisville and South Atlantic Railway Company, Formerly Louisville
Cellar Penitentiary.

Reference or File Number	Date	Record
[illegible]	June 15, 1887	Deed Richard [illegible] Louisville Kentucky and South Atlantic Railway Company to Cellar Penitentiary.
[illegible]	June 11, 1887	Deed Cellar Penitentiary and Louisville [illegible] Company and South Atlantic Railway Company.

Attorney and Louisville Atlantic Railway Company

[illegible]	June 11, 1887	Deed Richard [illegible] Louisville Kentucky and South Atlantic Railway Company to Cellar Penitentiary.

Ohio River and Charleston Railway Company of Kentucky

File Entry Contained with	[illegible] 13, 1916	Deed Charles Cellar and Wife to Ohio River and Charleston Railway Company of Kentucky.
[illegible]	June 9, 1917	Agreement with The Louisville and Cellar Railway Company for [illegible]
File Entry Deed 121	May 17, 1916	Deed Ohio River and Charleston Railway Company / Kentucky to [illegible] Railway Company.
[illegible]	[illegible] 1, 1916	Agreement of consideration Discontinuance, between Ohio [illegible] Railroad Company, [illegible] and Louisville Railway Company and Ohio River and Charleston Railway Company of Kentucky.

Charleston Consolidated and Colonial Railway Company, Purchased Properties
Charles F. Cellar

[illegible] 179	[illegible] 1, 1911	[illegible] Deed Charles F. Cellar, [illegible] to Charleston Consolidated and Colonial Railway Company to Charles F. Cellar.
File Entry Contained with	[illegible] 1, 1916	Deed Charles F. Cellar and Wife to Ohio River and Charleston Railway Company of Kentucky.

Number of Civil Engineer	Year	Remarks
[illegible]	June 1,1927	Appointed Res Aprentice in the Department of Civil Engineering
[illegible]	July 12,1932	Died August 20, 1932 in the Veterans Hospital, The Presidio of San Francisco, California

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GE RIGHTS
O
ID RAILWAY COMPANY
S COMPANIES
DE 30, 1916.

	Term	Between	State	Value
	99 yrs.	Covington Ky. and Cincinnati O.	Ky. and Ohio	1.00
	99 yrs.		Ohio	.01
	99 yrs.	Orange Va. and Alexandria	Va.	75.00
	999 yrs.	Lexington Ky. and	Ky.	2441

CORPORATE HISTORY
OF
CHESAPEAKE AND OHIO CO.
OF DATE OF VALUATION

OFFICE OF VALUATION
RICHMOND, VA

Corrected
mittee.

V-135

[redacted]

[redacted]

[redacted]

[redacted]

The Evansville and Ohio Railway Company of Indiana, a corporation [redacted] State of Indiana, was incorporated in 1911 [redacted] Secretary of State of Indiana.

The railroad of this Company consists of [redacted] miles of line, [redacted] which are in the State of Ohio and [redacted] miles in the State of Indiana. All of which is operated by the one organization.

The Evansville and Ohio Railway Company of Indiana also operates the property of the Evansville Belt Railway Company, extending from Evansville Steamboat Landing to Evansville Junction, Illinois, 1.3 miles of line, under an agreement dated December 31, 1913.

The Company [redacted] corporate organization.

[illegible]

of

[illegible]

as of the date of [illegible], June 30, 1919.

File
Reference [illegible] - [illegible]

Incorporation

[illegible] under the general laws of the State of [illegible], articles of [illegible] dated July [illegible], 1919, executed by [illegible] and the Secretary of State of the state of [illegible] a certificate of incorporation was issued to said [illegible], filed in the office of the Secretary of State of the State of [illegible], January 8, 1919.

Qualification

[illegible]
[illegible]

By deed dated July 1, 1919, [illegible] conveyed to The Chesapeake and [illegible] Indiana, all of its property, rights, franchises and [illegible] Chesapeake and Lawrenceville Railroad [illegible], and its lines of first track.

Laws recorded in Hamilton County, Ind., May 12, 1919, Delaware County, Ohio, August 25, 1919, Clyde County, Ohio, May 14, 1919, Franklin County, Indiana, July 23, 1919, Wood County, Indiana, July 12, 1919, Clay County, Ind., July 15, 1919, Jennings County, Indiana, July 21, 1919, [illegible] County, Indiana, September 5, 1919, [illegible] Jay 17, 1920, Adams County, Indiana, [illegible] County, Indiana, July 12, 1919, [illegible] 12, 1919, Pulaski County, Indiana, July 17, [illegible] County, Indiana, July 12, 1919, [illegible] June 21, 1920, Porter County, Indiana, [illegible] County, Indiana, July 12, 1919.

[illegible]

Corporate record in articles of [illegible], [illegible] by laws adopted.

[illegible]

A new line constructed by this company.

[illegible] and Liquidation
[illegible]

	Date	Balance	Rate
Cincinnati, [illegible] Indiana, [illegible]	[illegible]	[illegible]	[illegible]
[illegible] Griffith, Indiana [illegible] Indiana.	[illegible]	[illegible]	[illegible]
	Issue	[illegible]	[illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

Date	Terminal	Agreement	[illegible]
[illegible]	[illegible] Indiana Illinois	August 1, [illegible]	[illegible]
[illegible]	[illegible] State Line to [illegible]	[illegible]	[illegible]
[illegible]	[illegible] Griffith, Illinois	[illegible]	[illegible]
[illegible]	[illegible] Lawrenceville of first track [illegible]	[illegible]	[illegible]

[illegible]

of

[illegible]

[illegible]

File Reference — [illegible]

[illegible]

File Reference	[illegible]	[illegible]	Date of Operation [illegible]	Effective [illegible]	[illegible]
[illegible]	Chicago and Erie Railroad Company	North Griffith, Indiana to South Griffith, Indiana [illegible] miles of first track	January 1, 19[illegible] January 1, 1915	July 1st 19[illegible]	Still effective
[illegible]	Chicago and Erie Railroad Company	[illegible], Indiana to Indiana-Illinois State Line [illegible] miles of first track	April [illegible], 19[illegible] January 1 1915	July 1st 19[illegible]	Still effective
[illegible]	Chicago and Erie Railroad Company	Griffith, Indiana to Hammond, Indiana [illegible] miles of Chicago and Erie Railroad first track used by [illegible]	April 1, 19[illegible] January 1 1915	July 1st 19[illegible]	Still effective
[illegible]	Chicago and Western Indiana Railroad Company	Indiana-Illinois State Line to [illegible] Street, [illegible] Illinois [illegible] miles of first track for passenger train purposes	December 1, 19[illegible] July 1, 19[illegible] January 1, 19[illegible]	July 1st 19[illegible]	Still effective
[illegible]	Chicago and [illegible] Railroad Company	Indiana-Illinois State Line to [illegible] Street to connect with the Chicago Junction Railway Company which [illegible] miles of first track for freight purposes	[illegible] January 1, 1915	July 1st 19[illegible]	Still effective
[illegible]	The [illegible] Company	[illegible] line to [illegible] miles of first track	April 1, 19[illegible]	July 1st 19[illegible]	Still effective

[illegible] REPORT
of
[illegible]
As of the Date of Valuation, [illegible]

File
Reference [illegible] - The Chicago, [illegible] and Louisville Railway Company.

I. [illegible]

[illegible] under the control [illegible] of the State of Indiana and the State of Ohio by consolidation of the Chicago, [illegible] Railroad Company and [illegible] Railroad. [illegible]

[illegible] agreement of consolidation dated June 2, 1913, was filed with the Secretary of State of the State of Indiana and the [illegible] of consolidation was issued by the said [illegible] filed with the Secretary of State of the [illegible], June 4, 1913.

II. [illegible]

Pp. 1 to 44. [illegible] - Diagrams and [illegible] [illegible] are omitted.

III. [illegible]

[illegible] Works, Indiana to Indianapolis [illegible] Engineer Division)

[illegible] Chicago Line to Chesterton [illegible] Engineer Division)

Junction, Indiana to Hobart Division, Indiana [illegible] Engineer Division)

Port Griffith, Indiana to [illegible], Indiana [illegible] Engineer Division)

IV. [illegible] of Track [illegible]

[illegible] of Track Tracks

	[illegible]	[illegible]
Chesterton, [illegible] to South Chicago, Indiana	[illegible]	[illegible]
Griffith, Indiana to Hobart, Indiana	[illegible]	[illegible]
Total:	[illegible]	[illegible]

V. [illegible] of Track [illegible] at [illegible]

Name of Railroad	Terminals	Length of Track
[illegible] Railway Company	Indiana Harbor, Indiana to Chicago, Illinois	[illegible]
	Chicago Line to Hobart, Indiana	[illegible]
	Gibson Junction, Illinois 7.9 miles W. of Dyer, Ind.	[illegible]

Pp. [illegible]
P. 13

Memorandum
of
Agreements and Tolls made at Ottawa
on the 5th day of January, 1911.

File Reference — Re Grain Settlement and Competitive Railway Charges (Lord's)

Tolls on Grain from Points in Canada

Year	Terminal	Date of Agreement	Effective from	To
1909-10	Canada and Duluth Railway Company	North Bridge, Ontario, Junction to Lake Nipigon, including 104 miles of first track.	January 3, 1910	5th June 1909	30th April 1910
1909-10	Canada and Duluth Railway Company	C. P. R. Depot, Ingersoll to Ludlow-Gilmour Steam Line (2.57) miles of first track	April 7, 1910	8th April 1909	30th June 1910
1909-10	Canada and Duluth Railway Company	Guelph, Junction to Dunnett, Junction about 5.40 miles Guelph and Dale first track used by this company as 2nd track	April 5, 1910	5th April 1909	30th June 1910
1909-10	The Canadian Northern and Ontario Eastern Railway Company	Via Queen Division Dale to Lindsay, Haultain and Lorne Junction, Division; also 4.72 miles of first track	April 1, 1910	1st April 1909	30th June 1910

Tolls on Grain from Points in Canada

Year	Terminal	Date of Agreement	Effective from	To
1909-10	Canada and Duluth Railway Company	Guelph, Junction to Dunnett, Junction about 5.40 miles of The Canada Eastern and Canadian Railroad Company's first track used by this company as 2nd track	April 5, 1910	5th April 1909	30th June 1910

CORPORATE HISTORY

OF

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

As of the Date of Filing, June 30, 1950

Title
Reference — C & O CH corp [illegible], ms, Cincinnati Railroad Company (see

CHRONOLOGY

From June 1, 1836 to February 11, 1869
By ACT of Legislature
From February 11, 1869 to June 30, 1950
By Mergers

SUMMARY

By [illegible] June 1, 1836, [illegible] was [illegible]
Ex. The Ohio Railroad and Louisville and Nashville Company, the
Ex. 190. Valley Transportation Company, Ohio River Railroad Company,
Kanawha Transportation Company and [illegible] Company,
in Carl Carlington and Gilbert [illegible], organized,
franchises etc. of the Virginia Central and Covington and
Ohio Railroad Company. Cost reported to Auditor [illegible], July 15,
1869, Bedford County, Ohio, report 2, 1870, Boone County Indiana,
July 6, 1870, Franklin County Indiana, July 5, 1870, Grant
County Indiana, July 4, 1870, Henry County Indiana, July 11, 1870,
Hamilton County Indiana, July 5, 1870, Jefferson County Indiana,
July 5, 1870, Putnam County Indiana, July 11, 1870, Randolph County
Indiana, July 6, 1870, Starke County Indiana, July 6, 1870,
Wayne County Indiana, July 6, 1870, Porter County Indiana,
July 4, 1870 and Lake County Indiana, July 5, 1870.
By [illegible] July 5, 1869, [illegible] and Virginia Central
Ex. 191. Railroad to the Chesapeake and Ohio Railway Company of Indiana
the property, rights, franchises etc. of the Ohio Central
and Louisville Railroad Company. Cost value of first divi-
sion reported in Dubois County 1870, Report 2, 1870, Porter
County Indiana, July 5, 1870, Franklin County Indiana, July 11,
1870, Union County Indiana, July 11, 1870, Henry County Indiana
July 13, 1870, Kosciusko County Indiana, July 11, 1870, Delaware
County Indiana, September 17, 1870, Grant County Indiana, July 13,
1870, Hamilton County Indiana, July 13, 1870, Cass County Indiana,
July 13, 1870, Fulton County Indiana, July 11, 1870, Carroll County
Indiana, July 11, 1870, Pierce County Indiana, July 12, 1870,
Laporte County Indiana, July 11, 1870, Miami County Indiana,
July 11, 1870, Lake County Indiana, July 13, 1870 and Hamilton
County Ohio, July 11, 1870.

REMARKS

Secretary of
The Chesapeake and Ohio Railway Company's General Offices,
Richmond, Virginia.

[illegible] of [illegible], Lessee, [illegible] [illegible] C &

ATTACHED

Attached hereto.

[illegible] CHART

Attached hereto.

[illegible]

[illegible]

[illegible]

LEGEND

PEACE NUMBERS

INDEX

TRACKAGE RIGHTS
TO
THE CHESAPEAKE & OHIO RAILWAY COMPANY OF INDIANA
FROM
OTHER COMMON CARRIERS

Erie and Erie					
Chicago and Western					

TRACKAGE RIGHTS
FROM
THE CHESAPEAKE & OHIO RAILWAY COMPANY OF INDIANA
TO
OTHER COMMON CARRIERS

CORPORATE HISTORY CHART
— OF —
THE CHESAPEAKE & OHIO RAILWAY CO. OF INDIANA
AS OF DATE OF VALUATION JUNE 30, 1918

~LEGEND~

[illegible] NUMBERS are shown at top of each [illegible]

[illegible] NUMBERS, [illegible]

[illegible]

[illegible]

[illegible]

[illegible] COMPANY

[illegible]
Sept 1 1905

ARMINIUS CHEMICAL COMPANY [illegible]

A corporation [illegible] under the General Laws of the State of [illegible]

[illegible] May 21 1913

Articles of incorporation [illegible]

Oct 12, 1905. Certificate of [illegible]

[illegible] issued Nov 8, 1906. Deed from ARMINIUS CHEMICAL COMPANY Jany 9, [illegible]

3

[illegible] LINE [illegible]

[illegible] MECHAN[illegible]

1904.

[illegible]

[illegible]

1

[illegible]

[illegible] June 23, 1[illegible]

[illegible] etc. [illegible]

[illegible]

[illegible] Frederic[illegible]

4

Corporate History Chart of
ARMINIUS CHEMICAL COMPANY, INCORPORATED
CHESAPEAKE AND OHIO RAILWAY
Date of Valuation, June 30, 1916.

Office of Valuation Committee
RICHMOND, VA

~LEGEND~

CHART NUMBERS are shown at top of symbols and are in order of date of formation, the earliest date being No. 1.

PLACE NUMBERS appear in [illegible] and are numbered consecutively from top to bottom within small circles at [illegible] of symbols.

SYMBOLS

- [illegible] used by the Arminius Chemical Company Inc.
- [illegible] owned but not used by the Arminius Chemical Company Inc.

~INDEX~

	CHART No.	PLACE No.
Arminius Chemical Company Incorporated	4	1
Arminius Chemical Company	3	2
[illegible]		

[illegible] CHESAPEAKE AND OHIO [illegible] COMPANY

[illegible] dated Sept. 1, 1906

4

ARMINIUS CHEMICAL COMPANY INCORPORATED

A corporation created under the General Laws of the State of Virginia, passed May, 21, 1903. Articles of incorporation [illegible] Oct 19, 1906. Certificate of incorporation issued Nov 8, 1906. Deed from ARMINIUS CHEMICAL COMPANY, Jany 9, 1907. (1)

3

[illegible] COMPANY by deed from William Man, Rowland F. Hill and J. Frederic Kernochan, dated May 1, 1899. (2)

2

WILLIAM MAN, ROW. AND F. HILL AND J. FREDERIC KERNOCHAN by deed of June 23, 1894.

Conveyed to ARMINIUS CHEMICAL COMPANY, by deed dated May [illegible] 1899. (3)

1

ARMINIUS COPPER MINES COMPANY by deed dated June 23, 1894 property rights etc. became vested in William Man, [illegible] F. Hill and J. Frederic [illegible] (4)

Corporate History Chart of
ARMINIUS CHEMICAL COMPANY, INCORPORATED
CHESAPEAKE AND OHIO RAILWAY
As of Date of Valuation, June 30, 1916.

Office of Valuation Committee
RICHMOND, VA.

Correct:

Member Valuation Committee.

[redacted]

II

[redacted]

Letters

[redacted]

-LEGEND-

CHART NUMBERS are shown at top of symbols and are in order of date of formation, the earliest date being No.1.

PLACE NUMBERS refer to position of symbols on the chart and are numbered consecutively from top to bottom within small circles at bottom of symbols.

SYMBOLS

Lines owned by The Chesapeake and Ohio Grain Elevator Company.

Lines owned but not used by The Chesapeake and Ohio Grain Elevator Company.

-INDEX-

	CHART NO.	PLACE NO.
THE CHESAPEAKE AND OHIO GRAIN ELEVATOR COMPANY	1	1

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Operates under stock ownership.

THE CHESAPEAKE AND OHIO GRAIN ELEVATOR COMPANY.
Incorporated in New Jersey
July 14, 1882

1

Corporate History Chart of
THE CHESAPEAKE AND OHIO GRAIN ELEVATOR COMPANY,
CHESAPEAKE AND OHIO RAILWAY.
As of Date of Valuation, June 30, 1916.
Office of Valuation Committee.
RICHMOND, VA.

CORRECT:

Member Valuation Committee.

[illegible]

OF

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible] - [illegible]

[illegible] - [illegible]

[illegible] - [illegible]

[illegible] - [illegible]

Agreement between The Canadian and International Telephone Ltd and Canadian Company and The Dominion Telephone Company granting exchange rights over The International Inter-Continental Cable Company's cables.

Reference or File Number	Date.	Parties.
19, Govt. Pub.	Jan.3,1905.	Agreement between The Canadian and International Telephone Ltd and Canadian Company and The Dominion Telephone Company granting exchange rights over The International Inter-Continental Cable Company's cables.
20, Govt. Pub.	April 23,1904.	Agreement between The Dominion and International Telephone Limited and Transfer and Patent Rights and the Canadian and Canadian Telephone Company granting exchange rights over The Dominion Inter-Continental Cable Company's cables.
17, Govt. Pub.	Jan.3,1905.	Agreement for lease to operability of The Canadian International Telephone Company to The Dominion and Canadian Cable Company and Canadian Marconi

and Telegraph Company.

--LEGEND--

CHART NUMBERS are used for all symbols and are in order of date of construction the earliest date being No. 1.

PLACE NUMBERS refer to position of symbols on the chart, which are numbered consecutively from top to bottom with small circles at bottom of symbols.

SYMBOLS

[illegible] owned by The Cincinnati Inter-Terminal Railroad Company.

[illegible] as owned but not used by The Cincinnati Inter-Terminal Railroad Co.

--INDEX--

	CHART No.	PLACE No.
The Cincinnati Inter-Terminal Railroad Company	1	1

TRACKAGE RIGHTS FROM THE C&CERR&T.&B.CO. AND CONNECTING CITY TO OTHER COMPANIES.

LESSOR	LESSEE	TERMINI	STATE	MILES
[illegible] The Cincinnati and Eastern Railroad and Transfer and Bridge Company	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]			

The Cincinnati and Eastern Railroad Transfer & Bridge Co.

Charter issued [illegible] Act of Assembly

Dated June 5, 1925

The Cincinnati Inter-Terminal Railroad Company

Incorporated in Kentucky

Dec 20, 1902

Corporate History Chart of

THE CINCINNATI INTER-TERMINAL RAILROAD COMPANY.

CHESAPEAKE AND OHIO RAILWAY

For Date of Valuation, June 30, 1918

Office of Valuation Comptroller

RICHMOND, VA.

[illegible]

[illegible]

[illegible]

Note

The interpretations and corrections on the Interchange Chart are in the Chronicle Corporate History of the Covington and Cincinnati Elevated Railroad & Transfer and Bridge Company.

The figures in the first column following each name refer to corresponding figures on the chart; the figures in the second column indicate the location of each interpretation on the chart, and the figures in the third column are the page numbers in the narrative.

	Chart		Narrative
	Left Right	Lines	Page
Covington and Cincinnati Elevated Co.	1	1	6
The Cincinnati Inter-Urban Railroad Company	3	4	
The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company	2	2	1
The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company	1	1	3
The Ohio and Kentucky Bridge Company	1	1	3

Reference is [illegible] This Interchart.

[illegible] - Private Note

[illegible] - Page

[illegible] - Secretary's File

[illegible] - Journal

[illegible]

As of the date of [illegible]

File
Reference [illegible]

INCORPORATION

Incorporated under the [illegible] of the State of [illegible] by
[illegible] Act of the General Assembly of the [illegible]
approved February 6, 1838 [illegible]. Organized
by consolidation of the [illegible] and
The Covington and [illegible] Railroad and Transportation
Bridge Company. Consolidation dated February 12,
Life was fixed at the expiration of [illegible] in the State of
Kentucky [illegible], and with the Ohio [illegible] of the State of
Ohio [illegible], Under the provisions of Act of
the Congress and Legislature of the United States
of America approved [illegible], [illegible] Stat. [illegible]
The Covington and Cincinnati Elevated Railroad and Transfer
Bridge Company was organized to erect the bridge across the
Ohio River between Cincinnati, Kentucky and Cincinnati, Ohio.

CONSTRUCTION

February 13, 1856. Structure closed.

DESCRIPTION

Bridge approaches, [illegible] and a connection with the
Louisville and Big Sandy Railroad Company at Covington, Ken-
tucky to Cincinnati, Ohio, under a contract with the Louisville
and Nashville Company dated February 7, 1881.
Completed January 1, 1889

TERMINI AND LOCATION

[illegible]

Bridge approaches, tracks etc. from a
connection with the Louisville and Big
Sandy Railroad Company in Covington,
Kentucky, across the Ohio River to con-
nection with the tracks of the Ohio
Railroad Company in the City of Cincin-
nati, Ohio

[illegible]

Road	Terminal	Mileage
[illegible] Inter-Terminal Railroad Company:	[illegible] [illegible] [illegible]	[illegible]

Sheet No. 6 (1)

CONSOLIDATED REPORT

of

THE CONDITION AND OPERATIONS OF STREET RAILWAYS AND TRACTION COMPANY

As at the close of business January 31,

File Reference 8&C: The Covington and Cincinnati Elevated Railroad and Transit Company - Petitioner

Statement showing in which Courts Petitioner

Item	Street	Authority for Plan- ning agreement of	Plan- ning	Physical Condi- tion
(1)	Covington and Cincinnati Suspension Bridge; entrances to Fifteenth Central Subway	Petitioner controls in Cincinnati, Ohio Like miles of first track.	February 1, 1948	January 1, 1949 Operating
(2) Cont. (1)	Covington and Cincinnati Suspension Bridge	Fifth and Republican streets in Newport and Fifth Street and Grand Avenue in Covington, Ky. .37 mile of first track.	April 21, 1950	September 30, 1950. Operating
(3) Cont. (2)	The Cincinnati and Lake Railway Company	Covington Kentucky to Cincinnati, Ohio 1.00 miles of first track.	October 1, 1947 - January 1, 1948	January 1, 1949 Operating
(4) Cont. (3)	The Cincinnati and Lake Railway Company	Fifth and Republican Streets in Newport and Fifth Street and Grand Avenue in Cincinnati, Ohio. .37 mile of first track.	January 2, 1951	September 30, 1951 Operating
	The Cincinnati and Lake Railway Company et Indiana	Fifth and Republican Streets in Newport and Fifth Street and Grand Avenue in Cincinnati, Ohio. .37 mile of first track.	No agree- ment	January 1, 1952 Operating
	The Cincinnati and Lake Railway Company et Indiana	Petitioner has no Streets in Cincinnati, Ohio. .37 mile of first track.	No agree- ment	April 1, 1950 Operating

DEFINITION

(1) per request C. 1951 1) 1950

(2) per negotiation.

[illegible]

[illegible]

[illegible]

[illegible]

File Reference: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

The [illegible]

Richmond, Virginia.

[illegible]

Attached hereto.

[illegible]

Attached hereto.

[illegible]

IV

[illegible]

At the Close of Twenty-five Years [illegible]

[illegible]

Number of Document	Date	Subject
[illegible]	[illegible]	Agreement of consolidation of The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company, and the name and territory of said company.
[illegible]	January 2, 1865.	Agreement of lease in perpetuity of The Louisville and Short-Terminal Railroad Company to the Louisville and Cincinnati Elevated Railroad and Transfer and Bridge Company.
[illegible]	[illegible]	Agreement granting trackage rights to Louisville Central Railway Company over the approaches, the Louisville and Nashville Railroad Company)
[illegible]	April 21, 1870.	Agreement granting trackage rights over the Cincinnati Interterminal Railroad Company to the Louisville and Nashville Railroad Company.
[illegible]	[illegible]	Agreement granting trackage rights to the Chesapeake and Ohio Railway Company.
[illegible]	January 7, 1901.	Agreement granting trackage rights to The Kentucky and Ohio Railway Company over the Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company's and The Cincinnati Interterminal Railway Company's lines.

LEGEND

CHART NUMBERS are shown at top
order of date of formation, the earlie

PLACE NUMBERS refer to position o
which are numbered consecutively from t
small circles at bottom of symbols.

SYMBOLS

Lines owned by The Covington and Cincinnati Elevate
Lines operated under a definite or implied lease by

ge Company	5	4
ge Company		
Railroad and Transfer and Bridge Company	4	
	2	2

COMMON CARRIERS

SEE	TERM	TERMINI	STATE	MILES
ssor to Ky Cent Ry.	—	Covington, Ky. to Cincinnati, Ohio	Ky & O	3
			O	5
Ohio Railway Company	—	Covington, Ky. to Cincinnati, Ohio		6
				5
		"		5.7
	—	Front St to 4th St Cincinnati Ohio		.4

4 THE COVINGTON AND CINCINNATI ELEVATED RAILROAD AND TRANSFER AND BRIDGE COMPANY

CONSOLIDATION of The Ohio and Kentucky Bridge Company and The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company. Agreement dated [illegible] filed with the Secretary of State of Kentucky [illegible] and of Ohio Aug. 2, 1888. 1

orporate History Chart of
INNATI ELEVATED RAILROAD AND TRANSFER AND BRIDGE COMPANY.
ESAPEAKE AND OHIO RAILWAY
Date of Valuation June 30, 1916
ce of Valuation Committee.
RICHMOND, VA.

LEGEND

CHART NUMBERS are shown at top of symbols and refer to the order of issue of the charts, the first chart being No. 1

PLACE NUMBERS refer to position of symbols on the chart. They are numbered consecutively from top to bottom within small circles at bottom of symbols.

SYMBOLS

Lines owned by The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Co

Lines owned by The C.& O.C.I. R.R.R.T. R.& B. Co

The Ohio and Kentucky Bridge Company

Incorporated in Ohio Feb 8, 1886

Consolidated with the C and C E.R.R. and T. and B. Co. to form The C and C.E.K.R. and Trans. & B. Co. Agreement dated Feb 12, 1886 filed with the Secretary of State of Kentucky July 29, 1886 and of Ohio Aug. 2, 1886

(2)

The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company

Name changed from the Covington and Cincinnati Pier Bridge Company by an Act of Kentucky dated Feb 9, 1886

Consolidated with the Ohio and Kentucky Bridge Company to form the Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company. Agreement dated Feb 12, 1886 filed with the Secretary of State of Ky July 29, 1886 and of Ohio Aug 2, 1886

(3)

Covington and Cincinnati Pier Bridge Company

Incorporated in Kentucky Act dated Apr 1, 1884

Name changed to The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company by an Act of Kentucky dated Feb 9, 1886

(5)

The Cincinnati Inter-Terminal Railroad Company

Operated by The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company

(4)

TRACKAGE RIGHTS TO OTHER COMMON CARRIERS

No. of Agreement	Lessor	Leased	Term	Remarks	Chart	No.
1905	The Cincinnati and Covington Transit and Ironton Bridge Co	Lower 1 & 2 tracks at Covington Ky		Covington Ky to Cincinnati Ohio	2	3
Nov 3, 1902		Lower 1 & 2 tracks at Covington Ky		Covington Ky to Cincinnati Ohio	2	3
Oct 1, 1905		The Cincinnati, New Orleans & Texas Pacific Ry		Covington Ky to Cincinnati Ohio	3	3
Sept 1, 1905				Covington Ky to Cincinnati Ohio	3	5
Sept 1, 1905				"	3	5
None				"	3	5
None				Front St to 4th St Cincinnati Ohio	3	5

Corporate History Chart of

THE COVINGTON AND CINCINNATI ELEVATED RAILROAD AND TRANSFER AND BRIDGE COMPANY.

CHESAPEAKE AND OHIO RAILWAY

As of Date of Valuation, June 30, 1916.

Office of Valuation Committee.

RICHMOND, VA.

CORRECT

Member Valuation Committee

[illegible]

[illegible]

As of the date of Schedule, June 30, 1914.

Title
Reference: 1918 - Kinzua and Warren Valley Railway Company.

[illegible]
Incorporated under the General Laws of the State of Pennsylvania.

Ab. P. 1. Articles of Incorporation dated [illegible] filed with the Secretary of State of the State of Pennsylvania and Certificate of Incorporation were issued by him May 24, 1904, filed with the Prothonotary of the County of Warren, May 28, 1904 and recorded in the County Court of said County [illegible] 14, 1914.

[illegible]
Am. P. 23. [illegible] - Directors elected and by laws approved.

[illegible]
Corporate Seal [illegible] Company, Kinzua, Pennsylvania. Suits filed Incorporated April 1914 - Completed June 1, 1914

[illegible]
[illegible]
Single Track [illegible]
Double Track [illegible]
Total [illegible] 17.14 miles

[illegible]
Date June 1, 1914 to [illegible]
Lf. Con. By The Contracts and this Railway Company under an
P.55 agreement dated June 1, 1914, between the Pennsylvania and this Railway Company as Owners and Warren Valley Railway Company.

[illegible]
Article

[illegible]
Location of
[illegible] Pennsylvania and this railway Company's General Offices, Kinzua, Pennsylvania.

[illegible]
[illegible] Not Issued.

[illegible]
[illegible] Issued.

[illegible]
OF
[illegible]

As of the date of [illegible]

[illegible]
Reference [illegible]

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
[illegible]

[illegible]
[illegible]
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LEGEND

CHART NUMBERS — [illegible] are in order of date of incorporation, the earliest date being No.

PLACE NUMBERS — [illegible] are numbered consecutively from top to bottom [illegible]

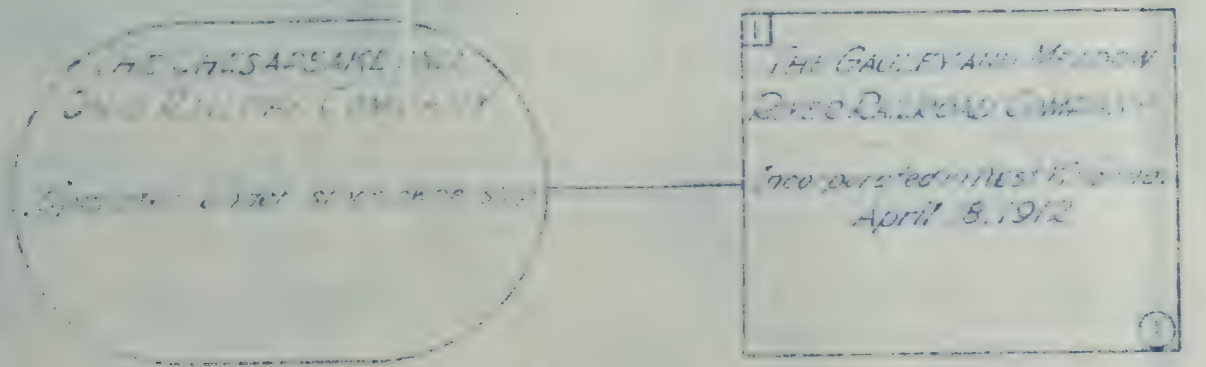
SYMBOLS

[illegible] owned by The Galley and Meadow River Railroad Company

[illegible] not owned by The Galley and Meadow River Railroad Company

INDEX

	CHART NO.	PLACE NO.
The Galley and Meadow River Railroad Company	1	1



Corporate History Chart of

THE GALLEY AND MEADOW RIVER RAILROAD COMPANY

CHESAPEAKE AND OHIO RAILWAY

Date of Data of Valuation, June 30, 1916

Office of Valuation Committee,

RICHMOND, VA.

[illegible]

Valuation Committee

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

	Chart Number	Plate Number	Separate Sheet Number
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Synopsis:

[illegible] was incorporated in [illegible] of Illinois.

[illegible] all of which is in the state of Illinois; and is operated [illegible] Illinois.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

File
[illegible] [illegible] - [illegible]

[illegible]
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- LEGEND -

CHART NUMBERS are shown at top of symbols and are in order of date of formation, the earliest date being No. 1

PLACE NUMBERS refer to position of symbols on the chart, which are numbered consecutively from top to bottom within small circles at bottom of Symbols

SYMBOLS

- Lines owned by the Hammond Belt Railway Company.
- Lines owned but not used by the Hammond Belt Railway Company.

- INDEX -

	CHART No.	PLACE No.
Hammond Belt Railway Company	1	1

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Operates under agreement of December 31, 1912.

HAMMOND BELT RAILWAY COMPANY

Incorporated under General Laws of Illinois May 30, 1906.

Corporate History Chart of
HAMMOND BELT RAILWAY COMPANY
CHESAPEAKE AND OHIO RAILWAY
As of Date of Valuation, June 30, 1916.

Office of Valuation Committee.
RICHMOND, VA.

Correct:

Member Valuation Committee.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] correction on the Bird's-eye Chart now in the [illegible] Chamber of the Toronto Electric Light Company.

The figures on the correction [illegible] must be taken as representing figures on the Chart. The figures on the [illegible] indicate the location of each correction on the Chart, and the figures in the third column are the exact numbers in the correction.

	Chart Number	Field Index	Correction Chart Number
[illegible]			
[illegible] Electric Company)		1	

[illegible] of [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[redacted]

by

[redacted]

Parasol

Yonawa bridge and Tractical company a [redacted] eagle turquoise, and bicarbonate in [redacted] at west Virginia.

The railroad at this century resulted in [redacted] which is located in the state of West Virginia, and [redacted] organization

The company maintains a railroad organization

[illegible]

[illegible]

[illegible]

As of the Date of Filing, June 1, 1964.

Title
Reference [illegible] - [illegible] Bridge and Tunnel Company.

[illegible]
Incorporated under the general laws of the State of West Virginia.
[illegible] Articles of Incorporation dated February 1, 1927, [illegible] with the Secretary of State of the State of West Virginia, and certificate of incorporation was issued by his February 2, 1927, recorded in the [illegible] of Kanawha County, West Virginia August 23, 1927.

[illegible]
[illegible] February 11, 1927 - Clearance given as to terms & rights.

[illegible]
Bridge approaches not [illegible] across the Kanawha River at Charleston, West Virginia 1.03 miles
Commenced April 27, 1927 - Completed April 1928

[illegible] and Facilities
[illegible] Bridge
Bridge approaches and connections across the Kanawha River, connecting the Chesapeake and Ohio Railway Company's tracks on the westside with the Kanawha and Michigan Railway Company's tracks on the Charleston or Kanawha side, and rights. [illegible] allowed

[illegible] Rights [illegible]

Road	Terminal	Authority for Operation Approval of [illegible]	Effective Date [illegible] April 1929	Expiration Date [illegible] Effective Date
The Chesapeake and Ohio Railway Company.	Bridge and approaches Charleston, West Virginia 1.1 miles.			
[illegible] Interstate Railroad Company.	[illegible] Charleston, W. Va.	[illegible] 1931	[illegible] 1931	[illegible] 1931

[illegible]
From April 1931 to Date
No Amortization

[illegible] DISTRICT
Action.

--LEGEND--

CHART NUMBERS ... are shown at top of symbols and are in order of date of [illegible], the earliest date being No. ...

... NUMBERS ... are shown at top of [illegible] and are within small circles at bottom of symbols

SYMBOLS:

Lines owned by Kanawha Bridge and Terminal Company

--INDEX--

Page — Bridge and Terminal Company

Chart No.	Page No.

TERMINAL RIGHTS — [illegible] COMMON CARRIERS

Date of Agreement	Parties	Lessee	Term	Termini	State	Miles
Nov. 24, 1901	[illegible] Kanawha, Charleston [illegible] Kanawha Railroad Company [illegible]		[illegible] Apr. 1, 1902	[illegible] bridge at Charleston [illegible]	W. Va.	.96
	[illegible] Kanawha Company, Charleston [illegible]		[illegible] 2nd	[illegible] connections [illegible]		.15

[illegible] Kanawha [illegible]

[illegible] Terminal Company

[illegible]

[illegible]

File
Reference [illegible]

[illegible]

Commenced August 1911, completed [illegible]

[illegible]

Location of

[illegible]

-LEGEND-

CHART NUMBERS are shown at top of symbols and are in order of date of formation, the earliest date being No. 1.

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SYMBOLS

- Lines owned by the Keeney's Creek Branch.
- Lines owned but not used by the Keeney's Creek Branch.

-INDEX-

	Chart No.	Place No.
Keeney's Creek Branch - (owned by the John Nuttall estate)	1	1

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Operates the Keeney's Creek Branch under an agreement dated June 17, 1891.

1

KEENEY'S CREEK BRANCH owned by the John Nuttall Estate.

This is not an incorporated railroad company - built for John Nuttall by The C. & O. Ry. Company under an agreement dated June 17, 1891.

1

[illegible]

to

[illegible]

Statement.

[illegible]

Deed No. [illegible]

[illegible]

[illegible]

As at the Date of Valuation [illegible] Lot

Title
Reference [illegible] - Survey Terminal and Interportables to [illegible]

Tenancies

[illegible] Lease (Copy) from Secretary Board Management and Terminal Company to Outside Terminal and Transportables Limited and its Leases more extensive under a Special Act of the General Assembly of the State of Virginia, Entered [illegible] 1[illegible]

Encumbrances

[illegible] Deed A. 1[illegible] - Easements Rights and by [illegible]

Description

Land and [illegible] Facilities

Details of Improvements

- 1 Series of Yard Track and Handling Facilities - [illegible] Terminal

Area [illegible]

From June 1, 1[illegible] As Area.

[illegible] By The Outbounds and the Railway Company, [illegible] a Lease dated June 1, 1[illegible], between the Outbounds and the Railway Company and Virtual Terminal and Transportables Company.

Present Position

Active.

Valuation

Leasehold Of

The Transportables and Rail Railway Company's Terminal [illegible] Terminal Division.

Comparable Values [illegible] Properties [illegible] Lease Transactions

Attached hereto.

Estimated Value

Attached hereto.

[illegible]

Date
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

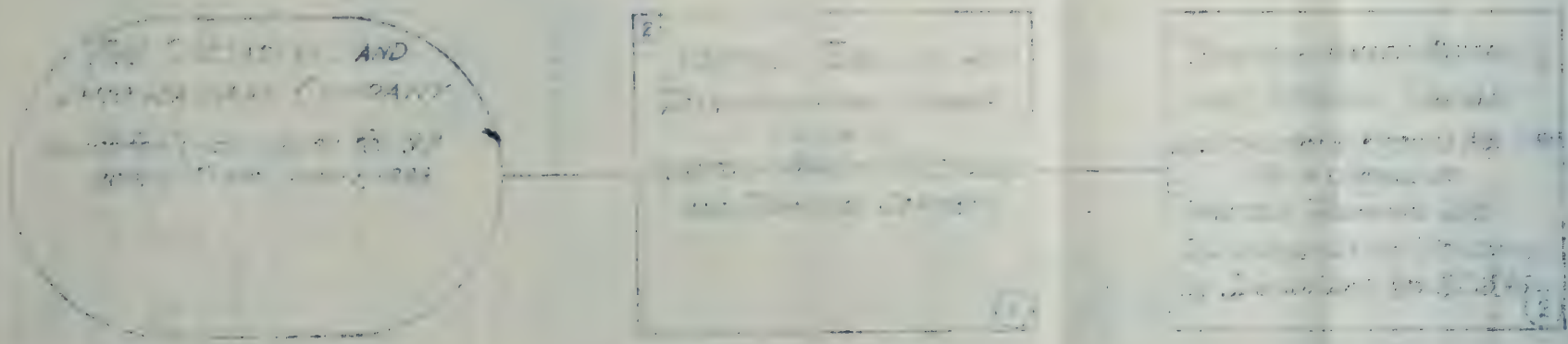
[illegible]

[illegible]

[illegible]

[illegible]

Reference or File Number	Date	Remarks
[illegible]	June [illegible] 1940.	[illegible] the property of the Peruvian Corporation and Transcontinental Company in the Bank, [illegible] and Bills Payable records.



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Typical in accordance with the recommendations of
[illegible]
Issued by the Industrial Commission [illegible]
[illegible]

[illegible]
[illegible]

[illegible] E. M. [illegible]

[illegible]

[illegible] Chart

of

[illegible] Railway Company

[illegible]

In accordance with the provisions of the Interstate Commerce Act and in the [illegible] Division Agents of the Lagos and Eastern Railway Company.

The figures in the first column following each name (also in corresponding figures in brackets, thus figures in the second column indicate the [illegible] of each corporation as per Chart and the figures in the third column are the exact numbers in the Schedule.

Corporation	Chart Number	Figure Number	Correction Chart Number
Lagos and Eastern Railway Company	1	-	1

Explanation of Abbreviations which occur in the References:

(C) - Circular Case.

F - File

[illegible] Report

[illegible]

[illegible] Report

Foreword.

Lapeer and Shiawassee Railway Company, a corporation of the State of West Virginia, was incorporated in 1907 under the General Laws of the State of West Virginia.

The railroad of this Company consists of 5.03 miles of line, all of which is in the State of West Virginia, and is operated by The Chesapeake and Ohio Railway Company under an implied lease by virtue of the ownership of their entire stock by The Chesapeake and Ohio Railway Company.

The Company maintains a corporate organization

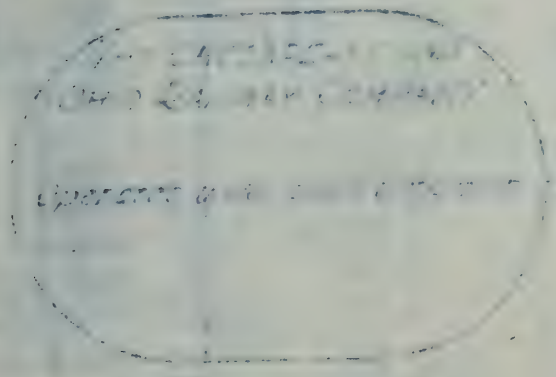
[illegible]

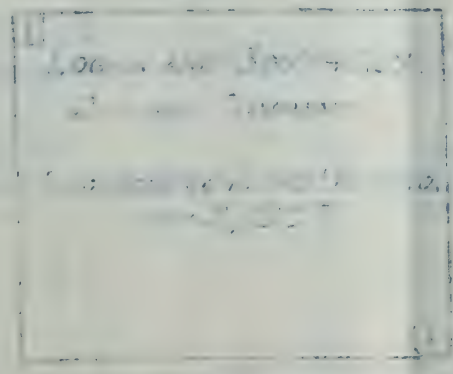
LEGEND

CHART NUMBERS

SIGNALS

INDEX





[illegible]

[illegible]

[illegible]

[illegible]

Filed
Infringing [illegible] - Filing [illegible] Complaint [illegible]
Complaint [illegible]

[illegible]
[illegible] Deed [illegible] Court [illegible]
[illegible], 1931, [illegible] [illegible]

[illegible]
[illegible] Designer [illegible] Company, [illegible]
[illegible] June 2, 1931.

LEGEND

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SYMBOLS

- ▭ Lines owned by the Sulphur Mining and Railroad Company.
- ▭ Lines owned but not used by the Sulphur Mining and Railroad Company.

INDEX

	Chart No.	Place No.
Sulphur Mines Company	1	3
Sulphur Mining and Railroad Company	3	1
Virginia-Carolina Chemical Company	2	2

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Operates under contract dated April 18, 1916, and expiring Dec. 31, 1925.

3

SULPHUR MINING AND RAILROAD COMPANY

Incorporated by Special Act of General Assembly of Virginia, March 5, 1900.

By deed from Virginia Carolina Chemical Company dated June 22, 1900 (1)

2

VIRGINIA-CAROLINA CHEMICAL COMPANY,

a New Jersey Corporation, by deed from Sulphur Mines Company dated July 1, 1899.

By deed, dated June 22, 1900, conveyed railroad, interalia, to Sulphur Mining and Railroad Company (2)

1

SULPHUR MINES COMPANY

Incorporated Mch. 7, 1884 under Laws of Virginia.

By deed dated July 1, 1899, conveyed its assets, including railroad, to Virginia Carolina Chemical Company, a New Jersey corp. (3)

Corporate History Chart of
SULPHUR MINING AND RAILROAD COMPANY,
CHESAPEAKE AND OHIO RAILWAY.
As of Date of Valuation, June 30, 1916.

Office of Valuation Committee,
RICHMOND, VA.

Correct

Member Valuation Committee

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